



**Notice of a public meeting of  
Corporate and Scrutiny Management Committee (Calling In)**

**To:** Councillors Galvin (Chair), Fraser, Horton, Jeffries, King, McIlveen, Potter, Runciman (Vice-Chair) and Steward

**Date:** Monday, 21 October 2013

**Time:** 5.00 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

**AGENDA**

**1. Declarations of Interest**

At this point, Members are 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 this agenda.

**2. Public Participation**

It is at this point in the meeting that members of the public who have registered to speak can do so. The deadline for registering is **5.00pm on Friday 18 October 2013**. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please contact the Democracy Officer for the meeting, on the details at the foot of the agenda.

- 3. Minutes** (Pages 3 - 6)  
To approve and sign the minutes of the last meeting of the Committee held on 16 September 2013.
- 4. Called In Item: Winter Maintenance Review** (Pages 7 - 106)  
**for the 2013/14 season**  
To consider the decisions made by the Cabinet Member for Environmental Services at his Decision Session held on 9 October 2013 in relation to the above item, which has been called in by Cllrs Reid, Ayre and Aspden and Cllrs Richardson, Doughty and Barton in accordance with the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the Corporate and Scrutiny Management Committee (Calling-In) in relation to the call-in, together with the original report and the decisions of the Cabinet Member.
- 5. Urgent Business**  
Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name : Jill Pickering

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For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting.

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above.

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- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

**A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088**

### Further information about what's being discussed at this meeting

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### **Holding the Cabinet to Account**

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

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Meeting	Corporate and Scrutiny Management Committee (Calling In)
Date	16 September 2013
Present	Councillors Galvin (Chair), Horton, Jeffries, King, McIlveen, Steward, Burton (Substitute), Semlyen (Substitute) and Reid (Substitute)
Apologies	Councillors Fraser, Potter and Runciman
In Attendance	Councillors Crisp, Hyman and Taylor

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#### 14. **Declarations of Interest**

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

#### 15. **Public Participation**

It was reported that there had been two registrations to speak at the meeting under the Councils Public Participation Scheme.

Councillor Crisp expressed her support to the called in item: Closer Working with Leeds Bradford International Airport (LBIA) She stated that the campaign was for 1 years worth of advertising at LBIA to attract leisure, business and international visitors, inward investors and students to the City of York. The primary target airline would be British Airways (BA) which would increase inward investment enquiries bringing more employment opportunities to the City. She stated that the campaign was backed by Visit York and was a positive step to market and invest in the City.

Cllr Hyman expressed his concerns about the called in item. He supported the "call in" on the basis that the report to Cabinet on 3 September did not, in his opinion, present an appropriate business case or show comparisons to other suitable sites, such as railway stations or show clear figures just percentages.

He added that, in his opinion, it was the wrong time of year to be advertising at LBIA as their main airline Jet 2 would not be running at full capacity between November and February. He questioned whether any visitors to any regional, European or international airports actually read the advertisements about visiting other cities.

**16. Minutes**

Resolved: That the minutes of the last meeting of the Committee held on 12 August 2013 be confirmed as a correct record and signed by the Chair.

**17. Called In Item: Closer Working with Leeds Bradford International Airport**

Members received a report which asked them to consider the decisions made by the Cabinet on Tuesday 3 September 2013, in relation to closer working with Leeds Bradford International Airport (LBIA). The report to the meeting summarised the proposed promotional activity to be undertaken at LBIA as part of the city's efforts to maximise access to international markets.

Details of the Cabinet's decision was attached at Annex A to the report, with the original report to the Cabinet attached at Annex B. The decision had been called in by Councillors Aspden, D'Agorne and Taylor on the following grounds:

1. With a projected £3.7 million budget deficit and ongoing cuts to basic street level services we do not believe this should be a spending priority.
2. We are not convinced that the proposal represents value for money at the current time.
3. We do not believe that the criteria is in place to satisfactorily measure the effectiveness of this expenditure.
4. Despite claims by the Cabinet Leader in July 2012 that he was "in negotiations to secure direct transport links between the Airport and York", there is currently no link. The cost of this project would make more sense if such a

direct link existed and passengers could easily get from Leeds-Bradford to York.

Members were asked whether to confirm the decision (Option a) or to refer it back to Cabinet for re-consideration (Option b) as set out in the report.

Councillor Taylor addressed the meeting on behalf of the Calling-In members expressing concern at the cost and location of the advertising campaign and queried whether the chosen approach was the effective use of the funds allocated. In his opinion, targeting specific companies, such as American businesses, large law and accountancy firms and making use of the Science City York Journals would be more appropriate.

The Cabinet Member for Leisure, Culture & Social Inclusion responded, on behalf of the Cabinet Leader, who had not been able to attend the meeting, to the concerns raised and stated that the campaign had been designed to boost interest from both the business and leisure visitor economy by taking advantage of the Airports 450 flights per week. LBIA would offer the city the opportunity to advertise to a market of 2.7million passengers a year, from a catchment of 75 destinations, in over 25 international countries providing value for money. She stated that pending agreement with LBIA a customer survey would be prepared by officers to satisfactorily measure the effectiveness of the expenditure. She confirmed that work to secure a renewed transport link was in discussion with commercial operators.

A general debate ensued, during which the Cabinet Member and Officers responded to a range of issues raised broadly relating to the location, cost and analysis of the advertising campaign.

RESOLVED: That Option (a) identified in the report be approved and that the decision of the Cabinet be confirmed.

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

Cllr J Galvin, Chair

[The meeting started at 5.30 pm and finished at 6.20 pm].

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**Corporate and Scrutiny Management Committee  
(Calling – In)**

**21 October 2013**

Report of the Assistant Director, Governance and ICT

Called-in Item: Winter Maintenance Review for the 2013/14 season

**Summary**

1. This report sets out the reasons for the call-in of the decision made by the Cabinet Member for Environmental Services on 9 October 2013 in relation to proposed amendments to the winter maintenance services for the 2013/14 season. The option chosen addressed the majority of the gritting route concerns following an analysis of the consultation data and in a response to feedback from residents.

This cover report sets out the powers and role of the Corporate and Scrutiny Management Committee in relation to dealing with the call-in.

**Background**

2. An extract from the Decision Sheet issued after the Cabinet Member Decision Session is attached as Annex A to this report. This sets out the decision taken by the Cabinet Member on the called-in item. The original report to the Decision Session on the called-in item is attached as Annex B to this report.
3. The Cabinet Member decision has been called in by Cllrs Reid, Ayre and Aspden for review by the Corporate and Scrutiny Management Committee (CSMC) (Calling-In), in accordance with the constitutional requirements for call-in. The following are the reasons given for the call-in:
  - 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.
4. The decision has then subsequently also been called in by Cllrs Richardson, Doughty and Barton for review by the Corporate and Scrutiny Management Committee (CSMC) (Calling-In), in accordance with the constitutional requirements for call-in. The following are the reasons given for the second call-in:
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.

### **Consultation**

5. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

### **Options**

6. The following options are available to CSMC (Calling-In) Members in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
  - a. To decide that there are no grounds to make specific recommendations to the Cabinet Member in respect of the report. If this option is chosen, the original decision taken on the item by the Cabinet Member at his Decision Session on 9 October 2013 will be confirmed and will take effect from the date of the CSMC (Calling-In) meeting; or
  - b. To make specific recommendations to the Cabinet Member on the report, in light of the reasons given for the call-in. If this option is chosen, the matter will be reconsidered by Cabinet at a meeting of Cabinet (Calling-In) to be held on 29 October 2013.

### **Analysis**

7. Members need to consider the reasons for call-in and the report to the Cabinet Member and form a view on whether there is a basis to make specific recommendations to the Cabinet Member in respect of the report.

**Council Plan**

- 8. There are no direct implications for this call-in in relation to the delivery of the Council Plan and its priorities for 2011-15.

**Implications**

- 9. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in.

**Risk Management**

- 10. There are no risk management implications associated with the call in of this matter.

**Recommendations:**

- 11. Members are asked to consider all the reasons for calling in this decision and decide whether they wish to confirm the decisions made by the Cabinet Member or refer the matter back for reconsideration and make specific recommendations on the report to Cabinet.

**Reason:** To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

**Contact details:**

**Author:**

Dawn Steel  
Head of Civic &  
Democratic Services  
01904 551030

**Chief Officer Responsible for the report:**

Andrew Docherty  
Assistant Director, Governance and ICT

**Report  
Approved**



**Date** 11 October 2013

**Specialist Implications Officer(s)** None

**Wards Affected:**

**All**



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

**Annexes**

Annex A – Extract from the Decision Sheet produced following the Cabinet Member Decision Session on the called-in item.

Annex B –Report of the Assistant Director (Transport, Highways and Waste), 9 October 2013.

Annex C – Extract from the Annex of Additional Comments received from Members and the Public since the agenda was published.

**Background Papers**

None

**DECISION SESSION - CABINET MEMBER FOR ENVIRONMENTAL SERVICES  
AND CABINET MEMBER FOR LEISURE, CULTURE AND TOURISM**

**WEDNESDAY, 9 OCTOBER 2013**

***Extract from the DECISIONS sheet***

Set out below is a summary of the decisions taken at the meeting of the Decision Session Cabinet Member for Environmental Services and Cabinet Member for Leisure, Culture and Tourism held on Wednesday, 9 October 2013. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Jayne Carr.

**6. WINTER MAINTENANCE REVIEW 2013**

- 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.

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**Decision Session – Cabinet Member for  
Environmental Services****9 October 2013**

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

**Winter Maintenance Review for the 2013/14 season****Summary**

1. The aim of the review is to provide a safe, efficient and effective winter maintenance service that is fit for purpose. The Council's budget setting process has identified target savings of £60k in 2014/15 from the current winter maintenance allocation of £180k. This report details the proposed amendments to the winter maintenance services following a review and public consultation of the road gritting and grit bin provision.

**Background**

2. It is the duty of the Highway Authority under the Highways Act 1980 to ensure; so far as is reasonably practicable, that the safe passage along a highway is not endangered by snow or ice.
3. The winter maintenance service review has focused on the road gritting and grit bin provisions on the highway network. The grit bin review analysed the highways and ward bin ownership only. The provision and maintenance of housing, parking, resident association and parish owned grit bins was not affected by this review.
4. The gritting of the footway and cycleway network has been reviewed recently and is proving to be performing well. It is therefore the intention that the service will remain the same as that provided in 2012/13.
5. The City of York Council maintains 796km of road network of which 363km (45.6%) was gritted as part of the primary route treatment in 2012/13. The primary route network is treated when the road temperature falls below zero degrees centigrade and the road surface is wet.

6. In addition to the primary route a secondary network is treated by an instruction from the Winter Maintenance Group. The group is convened in severe weather conditions defined as:-
  - When snow is lying on the ground which is a minimum of 50mm deep and the weather forecast is for severe conditions to last for more than 3 days.
  - A prolonged cold spell is forecast, where temperatures remain below freezing for at least 5 days.

The 2012/13 secondary gritting route is 65km long and represents 8% of the road network and is in addition to the 45.6% of the primary route treated. This equates to a minimum of 53% of the road network being treated with grit in times of severe winter conditions.

7. There are currently over 400 grit bins that are owned by either the highways (145) or the ward committee's (255). The ward committee's are no longer able to support the provision of grit bins and it is therefore necessary to rationalise their locations in line with current budget levels and to provide a fair, clear and transparent system rather than the current ad-hoc approach.
8. The Council derived a scoring criteria taking into account information received from both North Yorkshire County Council and the East Riding of Yorkshire Council's assessment method. The criteria adopted by the Council include - vehicle and pedestrian traffic volume, gradient, bend, junction, proximity to emergency locations and locations where there are vulnerable people. A copy of the assessment form and guidance notes can be found in annex 1.
9. A survey of all the highway and ward grit bins was carried out during August and September 2013 to provide an unambiguous assessment and create a ranking table for analysis. The process identified 158 grit bins that scored 75 and above and gave a good distribution of bins throughout the Council area. The location of the 158 grit bins formed part of the consultation with options and recommendations forming part of this report.
10. The charge for installing a grit bin is £300 and refills at £50 a visit. Since the consultation started a number of organisations have identified ward grit bins they have or wish to adopt and the process is still ongoing.

11. As part of the Smarter York initiative, volunteering opportunities have been identified to encourage local residents and businesses to get involved with the delivery and planning of their local services, one of these are snow wardens, which have been introduced to the winter maintenance service. Snow wardens give up time to clear snow and treat ice during wintry conditions. The Council provide them with training, high-visibility clothing and snow clearing kit and grit so that they can contribute towards assisting their community during wintry conditions.
12. As part of this review an exercise was undertaken to synchronise the primary gritting route (PGR) in line with the Authority's road hierarchy. It is proposed to amend the PGR to include all level 1 and 2 hierarchical categories plus any 2012/13 PGR that are on a slope that would otherwise have been excluded.
13. The Council's road hierarchy incorporates 3 categories which have been derived from the 'Well-maintained Highways, Code of Practice for Highway Maintenance' and are detailed below:
  - Level 1 – The city centre footstreets and important routes from car parks and the railway station.
  - Level 2 – Principal roads and other main important distributor roads, plus unclassified roads carrying frequent bus services of at least one every 20 minutes in one direction.
  - Level 3 – All other roads
14. It was also proposed in the consultation to increase the Secondary Gritting routes (SGR) to include those 2012/13 PGR excluded from the consulted 2013/14 PGR's. The proposed changes to the PGR and SGR were detailed in the consultation with options and recommendations forming part of this report.
15. The treated length of the 2012/13 PGR was 363km which represents 45.6% of the road network. The proposed consulted 2013/14 PGR length will reduce the road network treated to 285km equating to 36% network coverage.
16. At the time of writing this report officers were using a route optimisation software package to determine the number of rounds required. For the purpose of this report it is envisaged

that a saving of two rounds will be made by implementing the consulted PGR of 285km.

### **Consultation**

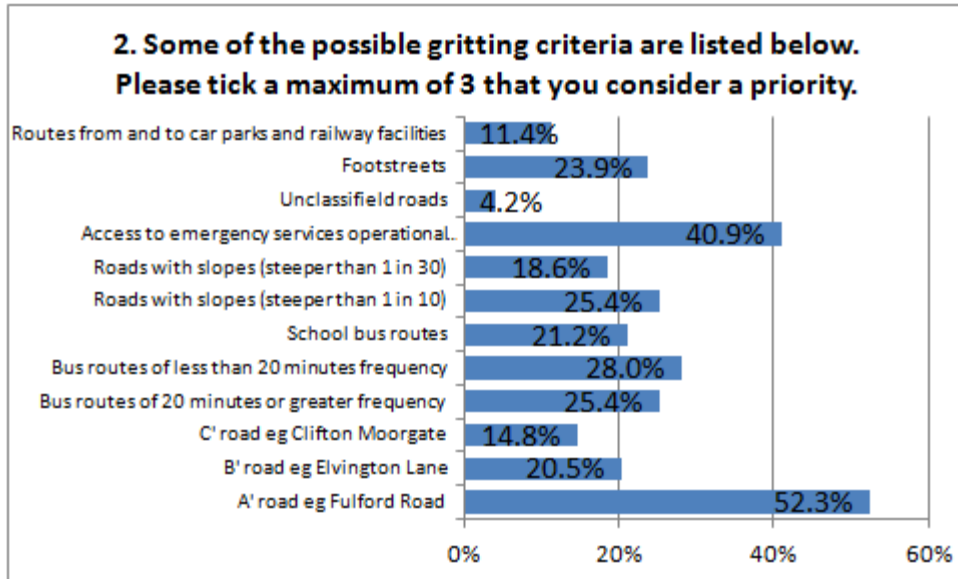
17. A public consultation was carried out between 12 August 2013 and 15 September 2013. In addition to the public the emergency services partners, councillors, Chamber of Commerce and other business groups, bus companies, resident associations and parish councils were invited to take part. The York Council for Voluntary Services received details to circulate to members in its publication, Voluntary Voice and the Council tweeted details of the consultation several times.
18. The consultation was undertaken on the Council's web site and a display was also placed at the public entrance to the West Office building where there were facilities to complete the questionnaire either by the internet or hard copy. During the consultation there were 285 questionnaires completed as well as one letter, 11 additional email comments and 10 call centre cases. A copy of the questionnaire, comments from the consultation and additional correspondence can be found in annexes 2, 3 and 4 respectively.
19. In addition to the winter maintenance service consultation the Council undertake an annual Big York Survey. The survey is an opportunity for people to give feedback and views on how improvements can be made to deliver services across the city. The results of the last survey indicate that 10% of people that responded to the question on volunteering said they would be interested in becoming a snow warden.

### **Outcome of the Consultation**

20. *Q 1. Do you agree that City of York Council should prioritise gritting to where it is needed most?*

Almost 83% of respondents agreed with our approach that gritting should be prioritised.

21. *Q2. Some of the possible gritting criteria are listed below. Please tick a maximum of 3 that you consider a priority.*



22. The most popular criteria identified by those participating in the survey are the principal 'A' road network (52.3%) and access to emergency services operations (40.9%) which are included in the proposed PGR. Also included in the PGR are footstreets, roads with slopes steeper than 1 in 10, bus routes of 20 minutes or greater frequency, and 'B' roads that all received more than 20% support as a priority consideration. There are two priorities that received more than 20% support that was not included in the consulted PGR; they are school bus routes and bus routes of 20 minutes or greater frequency.

23. *Q3. Is there any other criteria which you think should be included?*

See annex 3 for details of comments received during the consultation period. They were 146 valid responses received relating to the consulted gritting route proposal. The majority of comments relate to the gritting of less frequent bus routes especially those of 30 minute intervals in one direction and is reflected in the graph of results from question 2 above. These buses travel on routes that connect residential and commercial areas to the main highway network and link to local and community services.

24. *Q4. Which existing grit bin location(s) would you change and where to? (including grit bin reference number).*

See annex 4 for details of comments received during the consultation period. They were 107 valid responses received relating the proposed grit bin provision. In addition to the

consultation the Council received a further 12 comments through the call centre, emails and a resident association meeting. Of those that responded to the question eight people said retain all current grit bins, and two responses said retain all in Strensall. The Council received a number of emails from resident associations and parish councils on the proposed provision of grit bins. In all cases the comments were objecting to the removal of grit bins in specific locations.

25. There were 25 possible moves suggested in the consultation but with little commonality. In addition there were 12 requests for new bin locations with no suggestions for moving a proposed grit bin. Of the 25 move suggestions bin reference 136, 192 and 136 were mention twice with bin references 270 being three times. Of these bins only reference 270 and 136 had the same suggested move location mentioned twice. Both recommendations are not located where a bin has been removed therefore the Council will consult with residents and elected members in the area on the suggestions.
26. *Q5. Are you a snow warden? Q6 Are you interested in joining a community group to help with snow clearing/spreading grit? & Q7 If No how could the council encourage you to join one?*

The majority of respondents to the consultation were not volunteer snow warden for their neighbourhood. There are 15 respondents that have volunteered to be snow wardens and they will be contacted to be registered and receive the appropriate training. See annex 4 for comments on question 7 of the consultation.

### **Options**

27. Option 1 – Maintain the road gritting regime and highway and ward grit bin provision the same as that of the 2012/13 season.
28. Option 2 – Implement the PGR, SGR and grit bin provision (158 no) published in the winter maintenance consultation proposal.
29. 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 the proposed PGR. This option will reduce the number of grit bin provision to 150 due to the extension of the primary grit route.

## Analysis

30. Option 1 – Maintaining the existing 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 number of highway and ward grit bins will require an additional budget of £38.8k. The existing grit bin locations have been derived by an ad-hoc basis rather than a process of need by assessment. Respondents to the consultation 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.
31. The Association for Public Service Excellence (APSE) collate data from over 300 councils throughout the United Kingdom. Data is collated and analysed for the winter maintenance service and the latest information available is for the year 2011/12. The Council is grouped with other councils of similar size and nature and the average length of network treated for the group is 40.6%. This indicated that the PGR for option 1 is higher than the family groups' average.
32. Option 2 – The best available information suggests implementing the PGR and SGR that was proposed in the consultation will reduce the number of gritting rounds by 2. The estimated cost saving for the reduction of 2 gritting rounds is £40k but this will be dependent on the number of PGR runs required each season. The percentage of road network treated by the PGR for option 2 is 35.8% which is less than the average APSE family group value of 40.6%.
33. The proposed location of the combined highway and ward grit bins were ranked in accordance with the adopted criteria as shown in annex 1. The ranking process identified 158 grit bin locations that had a score of 75 and greater and provided an even distribution throughout the Council area. The current number of highway grit bins is 145 and therefore there is an additional 13 bins to fund and these will be absorbed within the winter maintenance budget.
34. Option 3 – Analysing the consultation data and responding to the feedback from residents this option addresses the majority of the gritting route concerns. The revised PGR adds bus routes

with intervals of 21 to 30 minutes in one direction and school bus routes to the consulted route. Adding both these criteria to option 3 will result in an additional 32km of road network being gritting but reduces the saving of a gritting round to one.

35. The estimated cost saving for the reduction of 1 gritting round is £20k but this will be dependent on the number of PGR runs required each season. The percentage of road network treated by the PGR for option 3 is 39.8% which is in line with the average APSE family group value of 40.6%.
36. The increased length of PGR has the affect of reducing the number of grit bins provision from 158 to 150. This is because the assessment process takes into account the proximity of the bin location to the PGR network.

### **Council Priorities**

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

### **Implications**

#### **Financial**

38. Implementing Option 1 will result in no saving on the gritting route treatment, while requiring a £38.8k increase for the maintenance of the existing grit bins. Applying option 2 will have the potential to save £40k and option 3 £20k. To mitigate the shortfall in the saving requirements and closing the financial gap the Council is working on income generation through charging the service to other organisations and service transformation. Work will also continue to develop the gritting rounds by the use of route optimisation software.
39. Whichever option is chosen will leave a shortfall in the savings requirement. However since the £60k budget saving is required from 2014/15 this will allow additional time to identify further savings or income generation. It is essential that these are clearly identified by April 2014, and if the shortfall is not achievable within this service area, alternative savings will be required from elsewhere within the directorate.



**Human Resources (HR)**

40. Options 2 and 3 have the potential to reduce the number of operative on standby and labour cost for gritting on overtime. This will not affect the number of fte's within the service.

**Equalities**

41. A Community Impact Assessment (CIA) has been carried out identifying the following changes and arrangements to monitor the impact:
42. The review has reduced the length of the primary grit route by 46km following a consultation to produce a safe, efficient and effective winter maintenance regime. All primary grit routes removed from the 2012/13 regime will be added to the existing secondary routes that will be treated in severe wintry condition of prolonged frost and snow.
43. Snow wardens have been introduced to the winter maintenance service. Snow wardens are residents who have volunteered to give up time to clear snow and treat ice during wintry conditions. The Council provide volunteers with training, high-visibility clothing and snow clearing kit and grit so that they can contribute towards assisting their community during wintry conditions. This service will be used to mitigate the reduction in the number of grit bins provided.
44. It is the intention to monitor and review the new routes each year and adjust the treatment where it can be identified there is a potential issue. A communication plan is required to inform residents and public the revised gritting regime so that individuals can take alternative routes in wintry conditions.

**Legal**

45. It is the duty of the Highway Authority under the Highways Act 1980 to ensure; so far as is reasonably practicable, that the safe passage along a highway is not endangered by snow or ice.

**Crime and Disorder**

46. There are no crime and disorder implications.

**Information Technology (IT)**

47. There are no IT implications in this report.

**Property**

48. There are no property implications.

**Other**

49. There are no other implications in this report.

**Risk Management**

50. 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 accidents arising from untreated road and footway surfaces.
- Financial Risk, from pressures on budgets
- People Risks, affecting staff if budgets decline

51. 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**

52. The Cabinet Member is recommended to:

- (i) Approve the grit bin assessment process
- (ii) Approve option 3

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.

**Contact Details****Author:**

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Services  
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**Chief Officer Responsible for the report:**

Richard Wood  
Assistant Director (Transport,  
Highways and Waste) City and  
Environmental Services

Report Approved  Date 25 September 2013

**Wards Affected:**

All

For further information please contact the author of the report

**Background Papers:**

There are no background papers

**Annexes:**

- Annex 1 Grit Bin Assessment form and guidance
- Annex 2 Copy of Consultation Questionnaire
- Annex 3 Consultation Comments – Gritting Routes
- Annex 4 Consultation Comments – Grit bin and Snow Wardens
- Annex 5 Map Showing Gritting Route Options

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**ASSESSMENT FORM  
PROVISION OF A GRIT BIN**



CITY OF  
**YORK**  
COUNCIL

## Annex1

Location	Ref:	Date:	Assessed By:
<b>Characteristic</b>	<b>Severity</b>		<b>Criteria Scores</b>
<b>(i) Gradient</b>	Nil to Slight		Nil
	Moderate		40
	Steep		75
<b>(ii) Bend/Junction</b>	Slight Bend and/or T Junction		Nil
	Moderate Bend and/or Crossroad or Mini Rbt		25
	Sharp Bend and/or Complex Junction or Rbt		60
<b>(iii) Vehicle Traffic</b>	Light		10
	Moderate		25
	High		50
<b>(iv) Pedestrian Traffic</b>	Light		10
	Moderate		25
	High		50
<b>(v) Number of premises for which this location is the only access</b>	0 -20		Nil
	21-50		20
	Over 51		30
<b>(vi) Gritting Routes</b>	Precautionary		-300
	Secondary or within 20m of a Precautionary		Nil
	None		50

## ASSESSMENT FOR PROVISION OF A GRIT BIN



### Annex1

<b>(vii) Additional Risks (Only one highest risk element to be scored for each location)</b>	No Additional Risk	Nil	
	Uneven Surface, Ditches, Bus Routes, Emergency Services	30	
	Designated Residences for Elderly, Infirm or Vulnerable Persons	40	
	Hospital, Doctors Surgery, School	50	
	Presence of Surface Water or water run off	60	
<b>Total</b>			

### Guidance Notes

The assessment characteristic for a grit bin shall consider the network within 50 metres in any direction from the preferred location.

	Characteristic	Severity	Details
(i)	Gradient	Slight Moderate Steep	Less than 1 in 30 1 in 10 to 1 in 30 Greater than 1 in 10
(ii)	Bend/Junction	Slight Bend Moderate Bend Sharp Bend	Radius greater than 135 degrees Radius between 90 and 135 degrees Radius less than 90 degrees
(iii)	Vehicle Traffic	Light Moderate High	Less than 120 vehicles per hour peak time Between 120 and 1200 vehicles per hour peak time Greater than 1200 vehicles per hour peak time

**ASSESSMENT FORM  
PROVISION OF A GRIT BIN**



**Annex1**

(iv)	Pedestrian Traffic	Light Moderate High	Less than 60 pedestrians per hour peak time Between 60 and 600 pedestrians per hour peak times Greater than 600 pedestrians per hour peak times

The resulting score should be used as a guide to qualification for the placing of a grit bin. No grit bin will be placed within 100 metres of an existing salt bin location.

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## WINTER MAINTENANCE CONSULTATION

### Introduction

The aim of the winter maintenance service is to, as far as is reasonably practicable, allow the safe passage of traffic, pedestrians and cyclists on York's roads in adverse weather conditions.

- City of York Council manages 796km of road of which almost half was gritted in 2012/13.
- We have 8 gritting vehicles, each carrying 8 tonnes of grit per run and a small vehicle for roads of restricted access.
- Last winter 6000 tonnes of grit were used.
- There are approximately 400 grit bins across the city, of which 145 are funded by the Highways department and 56 are self-funded and so do not form part of the review and consultation. The remainder were previously funded by Ward Committees.

For the first time since Local Government Reorganisation in 1996 the council is analysing and prioritising gritting routes.

This consultation runs until 15th September 2013

Maps showing proposed routes are in the display.

**Gritting routes**

**1. Do you agree that City of York Council should prioritise gritting to where it is needed most?**

- Yes
- No
- Don't know

**2. Some of the possible gritting criteria are listed below. Please tick a maximum of 3 that you consider a priority.**

- 'A' road eg Fulford Road
- 'B' road eg Elvington Lane
- 'C' road eg Clifton Moorgate
- Bus routes of 20 minutes or greater frequency
- Bus routes of less than 20 minutes frequency
- School bus routes
- Roads with slopes (steeper than 1 in 10)
- Roads with slopes (steeper than 1 in 30)
- Access to emergency services operational locations eg fire stations, police stations, hospitals
- Unclassified roads
- Footstreets
- Routes from and to car parks and railway facilities

**3. Is there any other criteria which you think should be included?**

### **Grit bin location**

There are approximately 400 grit bins across the city, of which 145 are funded by the Highways department and 56 are self-funded and so do not form part of the review and consultation. The remainder were previously funded by Ward Committees.

The location of grit bins is proposed using the following assessment criteria - vehicle and pedestrian traffic, gradient, bend, junction, proximity to emergency locations and locations where there are vulnerable people.

We have assessed existing grit bin locations against this criteria. The scoring has resulted in a proposal to provide 158 Highways funded grit bins (currently 145).

The criteria are included in the display.

A map of grit bin locations can be seen in the display.

**4. Which existing grit bin location(s) would you change and where to? Please provide the grit bin reference number. This can be found in the list of grit bin locations on the display.**

**Community snow clearing**

**5. Are you a snow warden?**

- Yes
- No

If No, how could the council encourage you to become one?

**6. Are you interested in joining a community group to help with snow clearing/spreading grit?**

- Yes
- No

**7a. If Yes please give your contact details**

Name	<input type="text"/>
Address	<input type="text"/>
Postcode	<input type="text"/>
Email	<input type="text"/>

**7b. If No how could the council encourage you to join one?**

Please answer these questions about you to help us to ensure that the consultation has heard the views and considered the needs of a range of different residents. The information that you provide will be used to help us analyse the results that are given to councillors.

**8. What age range do you belong to?**

- 16 - 34 years
- 35 - 54 years
- 55 - 64 years
- 65 - 74 years
- 75 years and over
- Prefer not to say

**9. Do you consider yourself to be disabled?**

- Yes
- No
- Prefer not to say

**9a. If Yes please tick as many boxes below as apply**

- Physical impairment (eg using a wheelchair to get around and/or difficulty using arms, legs etc)
- Sensory impairment (eg being blind/having a serious visual impairment or being deaf/having a serious hearing impairment)
- Mental health condition (eg depression, bipolar)
- Learning disability (eg Downs syndrome, dyslexia or cognitive impairment such as autism or as a result of a head injury)
- Longstanding illness or health condition (eg cancer, HIV, diabetes, chronic heart disease, epilepsy)

**10. Are you a carer?**

- Yes
- No
- Prefer not to say

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Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2811875273	Pavements
2811737099	No Comment
2811644619	Question 2 is unreasonable - instead of picking the top three it would be more informative to ask consultees to prioritise - by numbering in order of priority - as many of the criteria as they consider appropriate.
2811615564	Question 2 is unreasonable - by simply being asked to pick the 3 with the highest priority. The question would be more helpful if it asked consultees to prioritise - in order of priority - as many of the 12 criteria listed as they felt appropriate.
2811593264	No Comment
2811517846	No Comment
2810981193	All oafs should be gritted apart from residential streets where salt bins should be provided
2810977563	Location of housing for the more aged persons
2810975009	All roads should be gritted apart from quiet residential streets where grit bins must be provided
2810854813	No Comment
2810744882	Industrial estates to ensure the economic growth of York
2810718166	Routes to and from shops and especially schools. The proposal to drop Ryecroft/Grassholme/Moorcroft road from the gritting plan is irresponsible and could put the lives of mothers and children at risk.
2810706653	No Comment
2810661216	Roads linking local villages, areas around schools,
2810062260	Routes that are incomplete, such as the road on Yearsley Grove / Whenby Grove, this is a very busy primary/ junior school route. I have discussed this with Mr Michael Watkins, Maintenance Dept, York Dist' Council and Huntington parish council reps' all to no avail. Sadly, YDC still thinks yearsley ends at the school, they don't seem to realise that it is an unbelievably busy thoroughfare during school periods. I have noticed that the red line goes a little further this year to the link road but this is a ludicrous situation when only half the road is treated, can we have some professional joined up thinking regarding this matter. Thanks jim whitehead, whenby grove.
2810036987	No Comment
2810014514	No Comment
2809787459	No Comment
2809718851	No Comment

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2809700591	All Rural area's. You dont just get council tax from the inside of the ringroad and the inside of the A64.
2809376088	High percentage if elderly people and pavement routes to their shop and bus stops
2809277748	Roads that carry significant traffic but which are not provided with bins for grit/salt. The bin map shows a concentration of bins where there is already heavy traffic which tends to clear the road of snow/ice.
2809271403	the traffic on busy roads keep the snow down - it's the quieter roads that need more gritting
2809211779	No Comment
2809091251	No Comment
2809073990	No Comment
2808938008	No Comment
2808878736	No Comment
2808543850	The questions are leading and loaded making this consultation biased
2807865188	Protect all bus routes
2807786366	No Comment
2807637243	No Comment
2807562087	Your previous question is loaded and only three answers is stupid
2807532780	Please could cycle paths be gritted? If thet aren't gritted, I will have to use my car & I would rather cycle
2807250654	No Comment
2807185678	No Comment
2807135368	Roads to industrial estates eg Birch Park
2807126830	Known busy residential streets - used as links to main roads
2806103095	No Comment
2805551435	Bus Routes and routes to and from car parks and rallway and slopes
2805454189	No Comment
2805302319	No Comment
2805224769	No Comment
2805219824	No Comment
2805035814	No Comment
2804279050	Footpaths



Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2803731144	exposed roads i.e. little natural shelter where snow, ice will be most treacherous
2803457559	No Comment
2803345656	No Comment
2803098663	Cycle tracks to be cleared always seem to be the last to be considered if at all - it is extremely hazardous on 2 wheels in bad weather as opposed to 4
2803094478	Cycle paths.
2802974506	No Comment
2802970531	No Comment
2802878319	No Comment
2801738435	No Comment
2801637691	Roads with slopes which do not have a downhill exit
2801172915	No Comment
2801153944	The Kingsway West area estate has a subsidised bus service - the number 24 bus, needed by elderly people, disabled people and others in this most deprived area of York. No gritting means no bus. The area is a large culdesac with only 2 exits for motor vehicles, end of Kingsway West onto Tudor Road and along Danesfort Avenue onto Gale Lane, Stuart Road also exits from Danesfort onto Tudor Road. No Gritting of these roads means no transport can exit from this estate. Snow plows and gritters must clear the roads on this estate including the bus route of the number 24 bus. Without salt bins footpaths will also be inaccessible.. This estate should have priority. This is the conclusion of the Kingsway area Residents Association on behalf of all the residents in the area.
2800970650	Access to schools should be prioritised.
2800955367	Sloping road junctions. eg Junction of Church Lane and Main St Netther Poppleton. Cars regularly skid out into Main St or sideways because of the slope and driving into Church Lane can be very difficult on ice and snow.
2800852444	No Comment
2800405763	No Comment
2800404802	No Comment
2800353032	No Comment
2800341379	Bus routes of 20 minutes or greater frequency and emergency service locations
2800329619	ALL routes
2800284777	No Comment

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2800144453	No Comment
2799707029	No Comment
2799457446	No Comment
2799297652	Doctors surgeries
2798351035	Dedicated cycle paths. Bus routes with a frequency greater than every hour (vs the 20min differentiation listed above). Access to non-emergency public services - GP surgeries, schools, libraries, Post Offices, banks, etc. Residential care homes. Why is the stretch of road across St Helen's Square from Blake St to Davygate not part of the proposed primary gritting route (when both the aforementioned streets are)?
2797855519	No Comment
2797841995	No Comment
2797717723	No Comment
2797673703	Sloping roads exiting onto busy roads ie Windmill Rise onto the now more restricted Poppleton Road.
2795984688	Old peoples accommodation - ie bungalows in streets
2794895643	No Comment
2793226354	No Comment
2793018555	Roads used routinely by the emergency services as connecting routes between more major roads. A specific example is Moorgate YO24 4HP, hitherto a primary gritting route along its full length between Acomb Road and Hamilton Drive. It is proposed to remove the southern section from the primary route, which is not only incomprehensible but also impractical because gritting vehicles will not be able to turn round at the end of the primary section: presumably they will have to continue straight on to the junction with Hamilton Drive in any case. This means there would be little if any economic gain (in terms of cost or staff time) in excluding half of Moorgate from the primary route.
2793010116	Roads used routinely by emergency vehicles as connecting routes between more major roads.
2791156110	No Comment
2791120853	Wherever possible help should be given where there is a known older population
2790987073	Main roads will have greater traffic going through so this would help keep the roads usable
2790984313	No Comment
2790980441	No Comment
2790762736	No Comment
2790727585	Volume of traffic at peak periods

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2790661164	Road ends of estates and cul-de-sacs in villages ie Elvington
2790288094	No Comment
2790229484	Streets with dangerous roads
2790210338	No Comment
2790192028	No Comment
2790129055	Lendal Bridge
2790114561	No Comment
2790113155	No Comment
2790092377	No Comment
2789915861	Common sense - i.e. don't do just small bits of roads, do the whole thing
2789620294	old school walk
2789576385	No Comment
2789574091	No Comment
2789551694	Streets/areas where people have been injured previously for the want of adequate gritting services.
2789523633	Old School walk york
2789518415	Yes, gritting is an absolute priority during icy weather and we should not be expected to choose only 3 options to be prioritised. Reduction in gritting would be disasterous. It is dangerous enough already without putting more lives in danger.
2789470510	The salt bin at the junction with Ouseburn Avenue and Beckfield lane needs to stay in place as it's the top of the hill and there needs to be some form of gritting in bad weather. Also the bin outside the Beckfield Lane Post Office needs to remain as there are still a lot of older people who use the Post Office even in winter. The salt bin outside the Green Tree public house needs to be put back as it provides salt for the top of Almsford Road where crossing it is horrific when the weather is as bad as last year.
2789423974	Roads with slopes
2789280740	No Comment
2789232610	Roads where there is still ridged concrete which doesn't melt because ice is embedded and takes a long time to defreeze. Hobgate cul de sac which elderly people could fall on out walking because the pavements are dangerous and slabs are broken, a driveway is sheet ice to cross , nurses for the housebound and private vehicles which skid and cyclists are in danger of sliding into another vehicle or pedestrian. The main roads melt quicker due to traffic and tarmac.

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2789229228	Safety comes first
2789229112	Yes - where people live, and thus where the volume of commuter traffic is at its greatest. Since you've done nothing to create jobs, and thus many of us live in York but commute to more enterprising areas, that would seem a more commonsensical approach. ----- I'd best add some more comments here, as I note you've structured the consultancy further to avoid any real feedback. No surprise, perhaps. This is an absolutely clownish consultation - and one which is highly leading; the multiple choice was only ever going to allow for the prioritisation of emergency services access, etc, because of the way the selection and ask has been structured. York council has done precious little for motorists beyond making York one of the worst places to live for those requiring access to a vehicle - poor quality road surfaces; regular disruptions and bad traffic management; restricted access (flying in the face of current UK government guidance, I'll note) - particularly in winter, where the council has devolved it's requirement to keep many roads accessible to the residents. This all neatly ignores the fact that employment within York is limited. The council has done precious little to promote employment. indeed - from sitting on the other side of the fence - the reputation of the council's senior management is
2789227533	Safety comes first and we object to the new proposals
2789211261	All roads are in need of gritting
2789209159	No Comment
2789192017	No Comment
2789133902	No Comment
2788708879	Roads and pavements where children/young people are walking to school
2788668744	No Comment
2788664189	city centre and Acomb Shopping Area
2788660380	No Comment
2788655526	No Comment
2788636043	No Comment
2788626042	No Comment
2788621047	No Comment
2788570404	Roads particularly affected by icy conditions e.g. Old Orchard, Haxby.
2788502211	No Comment
2788498229	Roads round schools and medical centres
2788486995	Roads around schools
2788469168	No Comment

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2788463626	No Comment
2788381917	No Comment
2788282814	Regular Footfall Pedestrian Pavements/areas
2788214039	Cycle lanes/paths, particularly "off road" ones that form either part of the cycle network, or through city centre
2788198786	Who decides "needed most" criteria?
2788165230	Roads with slopes
2788032966	No Comment
2787998246	No Comment
2787989554	In the case of the Grit Bin on the corner of Grantham Drive and Howe Hill Close, it has been shown in the past that accidents occur when there is no grit bin. In the 4 years since there has been a grit bin in this place, there have not been any significant ice-based accidents. This is a clear reason why it should not be removed. If the bin is removed, the changes of serious injury and death with increase again.
2787964582	This consultation is flawed in not having a comment/suggestions box. Traffic flow and average speed are key criteria. Haxby Moor Lane, Usher Lane and CrossMoor Lane on the outskirts of Strensall DEFINATELY should be on the Primary Route. There will be fatal accidents here if not!!!!
2787960063	As long as the bus routes are running most people should be covered
2787938055	No Comment
2787908619	No Comment
2787895150	Footpaths
2787893487	pavements Streets done last year eg Brockfield Park Drive
2787893322	Pavements. Brockfield Park Drive should be a priority for road gritting as it was last year.
2787887714	Yes business routes around Clifton Moor must be a priority.
2787875853	No Comment
2787873324	No Comment
2787845345	No Comment
2787838560	No Comment
2787830068	Cycle routes should be gritted
2787826355	No Comment
2787824264	Population. In some of the outlying areas, the proposal for secondary routes seems not to take into consideration the amount of people living on side roads but rather indiscriminate selection.

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2787813800	Lindley Road
2787812769	No Comment
2787806907	Streets where there is heavy footfall but not necessarily car traffic - preventing pedestrians falling and requiring medical treatment will save a great deal of money.
2787800255	Strensall Ox carr lane, flaxton road, lords moor lane to boundary is a busy route into York with a number of areas prone to black ice
2787797482	No Comment
2787797286	No Comment
2787770581	No Comment
2787750850	No Comment
2787750710	Holly Bank Road
2787747582	No Comment
2787738712	No Comment
2787737544	No Comment
2787186569	Grit bellhouse way, area unsafe without it
2787162201	No Comment
2787158501	No Comment
2787147448	No Comment
2787142774	No Comment
2786932673	No Comment
2786839021	Acomb Wood, Foxwood and Bellhouse Way
2786704960	Safety? Volume of traffic? Impact on traffic flow around the York area?
2786684987	All routes as gritted 2012/13 safety is the main priority. If we have paid for the machinery to do the job why not keep it used.
2786661801	Safety first. Road accidents have huge economic and social cost. Slowing the city down for a small saving is not a sensible decision.
2786641900	All of the above. Safety is a priority or the emergency services will be overwhelmed
2786595669	Gritting pavements & open stairs owned by cyc
2786577613	ALL roads should be gritted!
2786565099	No Comment

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2786531028	Gritting pavements & public outside stairways
2786208708	Road traffic speed, the higher the speed of traffic, the higher the priority as non-gritting high speed roads could lead to more serious accidents.
2784651499	footpaths. there are many accidents of people falling on the pavements during bad/icy weather.
2784582623	No Comment
2784552182	Gale Farm Court Front street Acomb Sheltered Housing
2784326606	All bus routes
2784324594	Please remember side streets - the main roads obviously get priority, but I live in Lindsey Avenue and it was treacherous last winter.
2784248971	No Comment
2784044892	No Comment
2783955397	You should be able to choose more than just 3 criteria in question 2
2782340294	No Comment
2781955885	No Comment
2781902224	Ticking a maximum of 3 does not give a fair picture. There are more criteria that need to be acknowledged and applied. Therefore results from this ticking exercise are not fair or valid.
2781845647	No Comment
2780544194	Pavements in shopping areas
2780376423	No Comment
2780285639	All roads with schools, Health Centres and locations for vulnerable should be included.
2780249269	Main access roads in and around housing estates. Streets with schools and Health Centres.
2780108904	cul-de-sacs
2780048019	Walking routes for schools.
2779373290	cycle tracks
2779371369	Near sheltered housing complexes.
2779311788	Gale Farm Court Sheltered Housing
2779185976	No Comment
2778463626	No Comment
2778377613	Gale Farm Court, Front Street, Acomb. All pedestrian access on Front Street, to shop, drs, dentists, etc. is Vitalfor Mobile People 7 Whelvhair users

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2778373883	Gale Farm Court, Front Street, Acomb & All of Front Street pedestrian access, required for shops, Drs,Dentists, etc
2777892680	No Comment
2777725239	School entrances
2777356286	No Comment
2776910809	Vulnerable residents, for example, those that are elderly. The routes should not be reduced from the 2012/2013 levels in Fulford. For example, why remove from primary gritting routes Fulfordgate - a tiny route used by many many school buses to Fulford School - or the top of Fordlands Road - used by many local bus services? Will moving from a primary to secondary gritting route increase risk for these school children/residents?
2776909499	No Comment
2776792112	No Comment
2775717382	No Comment
2774323280	No Comment
2774312812	No Comment
2774050231	Paths near shops, schools. And those in villages outside the centre which are sadly ignored,
2773567006	No Comment
2773148778	Schools, older peoples homes,
2773106750	Designated cycle routes
2773104271	Designated cycle routes.
2773084967	A full assessment of residents in the area should be conducted. Vulnerable residents should be highlighted and areas with high density of elderly people for example would be a priority. In certain areas where people are younger and fitter there will be more snow wardens and more capacity to self clear. Should also be consideration about how isolated people could become. People in cul de sacs or roads a long way from services should be prioritised. Some people may be 800-1000 yard from the nearest bus stop main road shops etc and will become trapped. Other areas closer to shops etc. would probably have a lower need Footfall/traffic - while it makes sense to target areas with the highest footfall, by the very nature footfall/traffic aids the clearance of snow and ice, thus paths/roads with lower footfall/traffic will be more dangerous
2773040464	Cycle routes, as risk of injury especially near roads is high
2772665293	Heavily used walking and cycling routes especially in black ice conditions



Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2771956041	Roads to waste disposal facilities
2771740220	Footpaths around elderly persons (Council/Housing Assoc. housing)
2771611809	No Comment
2771478746	No Comment
2771444736	Where there are vulnerable people
2771417100	No Comment
2771389070	No Comment
2771348165	No Comment
2771338305	Schools. Elderly persons homes. Local community facilities and shops
2771306925	Areas where older people live.
2770125589	roads outside schools eg Almsford Road for Carr Infants school
2769448560	No Comment
2766292823	Above is nonsense. Prioritise areas with vulnerable people such as elderly plus those with a gradient, poor accident record and high volume of traffic and pedestrians
2766288668	No Comment
2764770261	No Comment
2764724868	Off road cycling routes!
2764720400	No Comment
2763291053	Access to care homes and other health-related establishments
2763231116	No Comment
2763224211	No Comment
2763096387	Near doctors surgeries
2762837948	Yes, I think accesses to and from surrounding villages should be a priority i.e. haxby, copmanthorpe, strensall etc to keep everyone moving
2761948445	No Comment
2761523542	No Comment
2761383507	City centre footpaths, but not those further out
2761325475	levels of road use and winter weather accident data
2761313464	No Comment
2761305980	Pavements need gritting too

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2761299503	No Comment
2761295510	No Comment
2761086301	No Comment
2761028867	No Comment
2760978951	Gritting should be routinely done for any known danger spots for pedestrians ie where accidents and falls are known to have happened.
2760929647	No Comment
2760824072	No Comment
2760075538	Some minor routes have a very heavy level of traffic. Consideration might be given to including some of them.
2759923761	No Comment
2759900776	No Comment
2759621981	No Comment
2759503819	If not covered further on: Footpaths/pavements on main routes in/out of the City Centre should be gritted to a walking time of 30 moinutes. There are not enough snow wardens at present to clear them and they become very dangerous
2759446776	No Comment
2759427334	No Comment
2759416865	No Comment
2759410277	No Comment
2759400357	No Comment
2759349430	No Comment
2759337920	Lack of accessibility in location
2759287045	No Comment
2759283176	exposed city footpaths, entrances to doctor's surgery
2759254834	Gradient of footpath - Ostman Rd footpath from Beckfield lane to Carr Schools is very steep yet is not gritted . If a gradient criteria was used then maybe it would be
2759250695	No Comment
2759243470	No Comment
2759210258	No Comment

Respondent ID	Question 3 - Gritting Routes. Is there any other criteria which you think should be included?
2759172835	A lot of main streets clear quickly due to heavy traffic, but side streets tend to build up and up with snow and ice and get very treacherous and take ages to melt!!
2759144289	No Comment
Paper 01	The city centre -
	1) To avoid gridlock
	2) Areas not kept clear by continuous traffic movement but used by pedestrians/cyclists
	e.g. Andrewgate > Peasholm Green, Span Lane, Aldwark
Paper 02	No Comment
Paper 03	Cycle routes - primary ones e.g. Orbital/Sustrans
Paper 04	No Comment
Paper 05	No Comment
Paper 06	Roads with bus routes less than 20 min frequencies where they are serving a particular high proportion of
	vulnerable/disabled population (especially in deprived areas). Please see your own Introduction Aims.
Paper 07	Cycle path route 66 through Tang Hall used by lots of commuter bikes.
Paper 08	We live at Rosemary Place opposite Red Tower. We were stuck in our flat 2 weeks unable to get out. Navigation Rd is not done very often especially the Bar Walls area.

Other Comments Received by letter, email or Customer Call Centre

<p>Letter 01</p>	<p>I write to express my concerns over the Council’s proposal to reduce the Winter Maintenance budget by £60,000 and downgrade a number of roads within my constituency when gritting begins this winter.</p> <p>As you know my constituency is predominantly made up of small rural communities which are connected by a networks of major and minor roads. I am deeply concerned that by reducing the number of roads that will be regularly gritted this winter, the Council will be risking the safety of many of my constituents. Furthermore, I am concerned that some communities could effectively become cut off from accessing amenities and services in the City Centre and hence remain isolated throughout the winter.</p> <p>The prospect of there being fewer salt bins across the area is also very disturbing and could put many residents’ safety at risk. My constituency has a high proportion of elderly residents and I am concerned that there may be an increase in accidents and falls on pathways in the villages and suburbs surrounding York.</p> <p>Being properly prepared for the winter is, in my mind, one of the primary duties of a local authority and I essentially see the Council’s proposal as a cut to a frontline service. I appreciate the financial climate is still difficult and local authorities must make tough decisions in order to save money. Ultimately, however, it is the local authority’s responsibility to make these choices and sadly I don't feel that the current choices being made by the Council are truly reflective of the needs of York and York Outer residents. Cuts to essential frontline services appear to be going hand in hand with extravagant, expensive and non-essential projects, such as the Council's new West Offices and the proposed Arts Barge.</p> <p>On behalf of my constituents, I would like to express our concern and opposition to the proposals to reduce the Winter Maintenance budget by £60,000 and I would appreciate this letter being considered as part of the current consultation on the proposals.</p> <p>As a final point, I would also like to express my disappointment with the online consultation itself. The questions have very much been tailored to ensure that any respondents are not given full opportunity to comment on the overall proposals, but are merely asked to assign priorities to different road types to facilitate the Council's plans to downgrade others. Those who wish to submit written comments on the Plan are not given an address or an email address or even an indication of who is responsible at the Council for the proposals. With this in mind, I apologise if this letter should not have been addressed to you, in which case I would appreciate your passing it to your appropriate colleague.</p>
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<p>Email 01</p>	<p>Could you please clarify the position in relation to cycle routes? The clearance of snow on the riverside path and Millennium Bridge this winter with the new machines was much commended by residents and I would like to know whether or not it is planned to retain this, at least as a secondary priority after the main roads? The Butcher Terrace – Maple Grove walking and cycling route is heavily used by university and school traffic and the slope on the bridge can be quite treacherous in icy conditions.</p>
<p>Email 02</p>	<p>It is my express belief that all 2012/13 Primary Gritting Routes (in green on your map) in Strensall Ward should remain as such for the forthcoming 2013/2014 winter. They are all heavily used or have significant importance as access feeder roads into estate areas or density of streets/population off and should not be downgraded.</p> <p><u>Strensall</u> - 1. These should include the following roads:- Brecks Lane, Park Gate, Heath Ride, Thompson Drive, Ox carr Lane, Lords Moor Lane, Princess Road, Moor Lane, Middlecroft Drive, Westpit Lane, West End. Most are also school bus routes. The First Group number 5 bus service also continues part way up Brecks Lane to the terminus on Park Gate so attention must be paid to mitigating possible disruption to this service and a further reason for including the loop in the Brecks Estate as a 'Primary' route.</p> <p>2. West End - I will declare a personal interest here as it is the street in which I live. However, significantly, it accommodates Robert Wilkinson School, one of the largest primary schools in the City with approaching 600 children. It is also the main through road from Strensall to Haxby and conveys significant vehicle movements. It would be extremely irresponsible and a compromise to safety of children attending the school and residents of the sheltered accommodation at Forest Court to downgrade this road. Interestingly, Haxby Moor Road which follows on from West End is still considered a 'Primary route' for a short section from Leyfield Close to Forest Lane and West End leads directly onto this section. This short section of 'primary route' on your 2013/2014 map then comes to an abrupt end at the Haxby Moor Road/Forest Lane/Usher Lane junction. There doesn't seem to be any joined up thinking in decision making for this? This important link road which can be particularly dangerous in winter due to twists, turns and blind corners links Strensall with Haxby and <u>must</u> be retained as a 'Primary' gritting route throughout as it offers an alternative (and is busy) to a considerable detour from Strensall via Earswick to the A1237 Earswick/Huntington junction roundabout (which is congested at the best of times). It has also been suggested that high speeds from some drivers on sections of this road ought also be subject to speed enforcement.</p> <p>3. Southlands Road should be a primary road for gritting due to the need to maintain access to the large Health Centre/Surgery and the predominant number of homes accommodating older residents</p>

4. In addition, I would strongly recommend Barley Rise should be added as a Primary Gritting route as this horseshoe road has multiple roads and cul-de-sacs leading off with a significant population. It also accommodates a parade of shops and services as well as being the access route to Durlston Drive (where the main village Sports and Community facilities are located).

5. In addition to offering access to various parts of the village and an alternative route for many residents in Strensall in avoiding the congested village centre: Ox carr Lane, Flaxton Road and Lords Moor Lane (going out of Strensall past a day nursery towards York Golf Club and Flaxton) has on occasions played a significant role for diversions in the event of blockages on the principal A64 carriageway. It should not be downgraded for its strategic importance.

Eastwick - Consideration should be given to upgrading Earswick Chase to a 'Primary route' as the main loop road around the estate serving many of the residents in the village and the Village Hall itself. I also recommend a good service for Earswick Village itself, which supports many older residents who need access protecting.

Email 03

The 24/26 bus route is being taken off the primary gritting route along Kingway West, Ascot Way, and Windsor Garth, and along St Stephen's Road. Does this mean that the bus service is under threat ? The section of Green Lane leading to Hob Moor School has been taken off the Primary Gritting route – this is not helpful but has the school been informed ?

There will be a significant impact on transport in the area due to the removal of Bellhouse Way and Acomb Wood Drive from the primary gritting route. The removal of part of Bramham Road from the primary gritting route, whilst leaving the steep inclined route on Chapelfields Road (high numbered end with junction off Ridgeway) does lead residents to wonder how the gritting lorry is going to rotate at the junction with Bramham Road and come back down the hill , or is the council going to insist that gritting lorries switch off the gritting for that part of the route that they will have to travel ? If the primary gritting routes are being examined then there is a very strong case for putting Grange Lane onto the primary gritting route due to the use of the entrance to the nurseries and school.

Email 04

The proposal not to grit Bellhouse Way and Acomb Wood Drive seems perverse when they are bus routes.

Email 05

What criteria were used to determine the road classification? This is of relevance to routes downgraded from Primary to Secondary.

Any concerns with downgrading a road from Primary to Secondary are to do with the fact that gritting only takes place, as a precautionary measure, if the freezing weather is forecast for 5 days. Otherwise, CYC would only grit if snow is already present above 50mm and will be set to be there for three days. CYC's proposals take no cognisance of the hazards and inconvenience that will result from a shorter bad weather spell, a sudden snowfall or the fact that even less than 50mm of snow, when compacted by pedestrian or vehicular traffic, becomes solid ice and one day of this is an issue. It is of concern that these proposals have been tabled and query if there is any cost-benefit or safety analysis behind the figures. Does any analysis, if present, look at CYC's costs and potential liabilities (insurance claims) or is it expanded to include the benefits to society as a whole (including lost time accidents) which, as part of the public sector, should be CYC's remit.

A general concern is the effect of limiting the number of exit roads classified as Primary as this will increase congestion on these roads. Congestion generally happens in inclement weather and this will exacerbate the problem.

Another general concern is that school buses travel from their depots to Strensall along some of the routes downgraded to a Secondary Route.

York Road, to the A1237, is retained as a Primary Route and no concerns are raised with this proposal.

Sheriff Hutton Road, from Strensall to the CYC boundary, is retained as a Primary Route and no concerns are raised with this proposal.

Towthorpe Moor Lane, from its junction on Strensall Road to the A64, is retained as a Primary Route and no concerns are raised with this proposal.

Towthorpe Road, from its junction on Strensall Road to Haxby, is retained as a Primary Route and no concerns are raised with this proposal.

The route to the A64, via Lords Moor Lane and Flaxton Road (route to A64 eastwards) has been downgraded to a Secondary Route. This road is subject to the National Speed limit and has bends. It is of concern that this route has been downgraded. This route forms part of a recognised diversionary route for the A64 when there is an incident upon that road. It is not considered that the route to the A64, either via Towthorpe Moor Lane (vii) or the A1237 (v), is a viable alternative due to the distance of the diversion, increased congestion by having less routes gritted to a Primary standard, and the risks caused by increasing the traffic trying to use the Hazelbush crossroads which is a known accident blackspot.

Haxby Moor Road, the route to Haxby, Wiggington, Skelton, Shipton and a parallel route to the A1237 has been downgraded to a Secondary Route apart from a short and incongruous section designated Primary. This route is subject to the National Speed limit and has bends. It is of concern that this route has been downgraded. It is not considered that the route to Haxby, via Towthorpe Road (viii), is a viable alternative due to the distance of the diversion and increased congestion by having less routes gritted to a Primary standard.

Flaxton Road/Ox Carr Lane, the route used by residents to avoid congestion in the Village, the main exit route from the northern parts of Strensall and used by commercial buses (running to and from the depot) has been downgraded to a Secondary Route. Parts of this route are subject to the National Speed limit and have bends. It is known there has been a car Moxby Lane/Stillington Road (B1363), whilst outside the Parish, is the main route to Stillington, Easingwold, Thirsk and the A19 northwards. This road is subject to the National Speed limit and has bends. It is of concern that this route has been downgraded.

The bus terminus at Brecks Lane, has not been included as part of any Gritting Route. Even if the CYC proposals are adopted, it would make sense that this is gritted due to the commercial and school buses using it and as a place to turn around the gritter (even though that particular section is not adopted by CYC). Even at very low speeds, buses could lose traction and collide with the bus stop with resulting property damage and injury to bus users waiting at the stop. It is of concern that this has been omitted.

The existing school bus routes (Middlecroft Drive/West Pit Lane, Parkgate/Heath Ride/Thompson Drive) have been downgraded to Secondary Routes. It is of concern that these routes have been downgraded. These routes also have a large number of residents.

Princess Road and Moor Lane have been downgraded to Secondary Routes. It is of concern that these routes have been downgraded. This route also have a large number of residents.

Lords Moor Lane, from the level crossing to the Golf Club has been downgraded to a Secondary Route. It is of concern that this route been downgraded. The road is part of the northern access and egress to Strensall for routes to the A64 and bypassing the village (1.1 (ix) and (xi) above) and it also carries out of service commercial buses.

West End has been downgraded to a Secondary Route. It is of concern that this route been downgraded. There is significant pedestrian and vehicular traffic associated with the school and is part of the access and egress from Strensall to Haxby (1.1 (x) above). Whilst concerns have been raised regarding the congestion caused by vehicular traffic and its overuse in the past, it is very likely that the type of weather where gritting is currently carried out would mean a retention of this traffic level. This route also has a large number of residents.



Email 06

The proposals to introduce gritting, albeit of a Secondary level, to Barley Rise, Balfour Way, Kirklands, Southfields Road and Northfields are to be welcomed. No concerns are raised with these proposals. In an ideal funding situation these roads should be upgraded to Primary Routes.

As the criteria for gritting previously un-gritted roads are not known, it is not known whether the correct roads have been chosen. For instance, Church Lane has significant pedestrian traffic as it forms the main walking route to Robert Wilkinson Primary School from the north of Strensall as well as being the route to the church. Have Church Lane and other roads been assessed and determined not to be proposed to be gritted, even as a Secondary Route?

Have the proposals taken into account of current Salt Bins on the route particularly as CYC's consultation map does not recognise Parish Council and most of the former Ward (now funded by Parish Council) Salt Bins?

I note that you are consulting on the proposed gritting strategy for York City streets.

I also note that the Middlethorpe Grove/Lycett Road/Middlethorpe Drive loop is proposed to be relegated to secondary gritting from being on the primary route in previous years.

I understand the need to trim back expenditure. However, I would draw your attention to the potential for accidents at the junction of Middlethorpe Grove and Tadcaster Road in icy conditions when no grit is applied. You should be aware of the gradients at this point on Middlethorpe Grove. From its junction with Hunters Way, Middlethorpe Grove rises to a point outside the telephone exchange. It then descends over the next 40 or so metres to the Tadcaster Rd junction. In icy conditions, cars struggling to ascend the rise from Hunters Way then have to brake on the down gradient; with every potential to slide down and out across Tadcaster Road in said icy conditions. Similar though less hazardous situations occur at Hunters Way/Tadcaster Road and Middlethorpe Drive /Tadcaster Road junctions.

I would ask you to retain this section of road on the primary gritting route.

Other roads on the estate enter /exit via the primary loop. These roads are generally level, so in most conditions drivers can make their way onto Lycett Road say, but then are confronted with the gradients heading towards one of the Tadcaster Road junctions.

I hope you will consider my comments when your decision is made. I feel concerned that somebody looking at a map will make the decision without due consideration of the very local geographical conditions.

Email 07

Dismayed to learn of proposed removal of gritting and salt bins in the Briar Avenue and Beckfield Lane areas.

<p>Email 08</p> <p>Email 09 Foxwood Resident Association</p>	<p>The residents of the Wetherby Road and adjoining residential area's are predominately elderly. The gritting and salting of these area's are vital to the health and safety of elderly residents who have a high risk of breakages if fallen. Clearly, a inability to provide a safer pathway in conditiions of ice, would lead to the elderly experiencing enforced confinement. Many of us are single householders, and rely on getting to a corner shop for supplies.</p> <p>Please rethink the removal of a resource, the outcome of which could lead to misery for some.</p> <p>We also understand that gritting may cease on Applecroft Road ; Stray Road; Ashley Park Road and Bad Bargain Lane.</p> <p>Heworth Without is primarily an area where elderly people live with the population over 65 being about 20%. Additionally 36% of the population over 65 live alone - well over the city average.</p> <p>The bus service is infrequent and if a proposal goes ahead only to grit those roads with a frequent bus service then our</p> <p>The proposal not to grit Bellhouse Way and Acomb Wood Drive seems perverse when they are bus routes.</p>
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<p>Customer Call Centre 01</p>	<p>In the past winters Hob Moor Drive and adjoining streets on the bus route have been gritted - am I correct in assuming that it is planned to knock off the bus service on this loop? If this is not the case, I do not see how the buses can safely operate if these loop roads are not gritted when covered with ice and snow.</p>
<p>Customer Call Centre 02</p>	<p>I see that your proposed winter maintenance schedule includes doing only part of Moorgate, rather than the whole road. Whilst I appreciate the priority you give to slopes it does seem draft to me to do just a short bit of what is actually a short street. Many people use Moorgate to get between only Hamilton Drive and York Road/Acomb Road. I live in the cul-de-sac part of Hobgate, and when it is snowy it is good to know I can get out safely on my bike (or car) either end of Moorgate. I cannot see that the savings generated by turning the gritter off for a couple of hundred yards will make much difference.</p>
<p>Customer Call Centre 03</p>	<p>Object agianst no gritting on Bellhouse Way &amp; Acomb Wood for winter, safety comes first.</p>
<p>Resident Association meeting</p>	<p>Bus route 24 - Kingsway West area, subsidised bus route requires gritting.</p>

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2811875273	Kingswood Grove (Bin 323) to the Top of Windmill Rise next to steep footpath	323	Top of Windmill Rise
2811737099	No Comment		
2811644619	No Comment		
2811615564	No Comment		
2811593264	No Comment		
2811517846	No Comment		
2810981193	The one at the entrance to Briar Avenue needs retaining - emerging from it has to be done quickly as visibility is hampered by the curve in Wetherby Road - last year even with salt from the bin it was a hazardous manoeuvre as the junction also has a slight incline		
2810977563	No Comment		
2810975009	No Comment		
2810854813	No Comment		
2810744882	No Comment		
2810718166	No Comment		
2810706653	The map does not show clearly which streets/roads the bins are on so I am unable to comment. I think that savings on gritting should not be made the fines from the closure of Lendal Bridge could be used to ensure that all the streets and roads are clear of snow/ice		
2810661216	193, 192 appear to be well away from roads, their exact positions need to be clarified. One should be moved to the (not so )level crossing at the junction of Lords Moor Lane and The Village in Strensall.	193 & 192	Location to be clarified with moved to level crossing at the junction of Lords Moor Lane and The Village, Strensall

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2810062260	Well historically there has always been a bin at the junc' of yearsley grove and Huntington road as this is a very dangerous spot in icy weather. If there is no bin here this winter I for one will be predicting a serious accident where a car skids down the incline onto the main Huntington road- WATCH THIS SPACE. ANOTHER IMPORTANT POINT! Your two maps are in conflict with each other regarding gritting, according to your gritting list wheny grove is gritted to the link road joining anthea drive, but on you salt bin map it is not even touch. CAN WE HAVE A MORE PROFESSIONAL APPROACH THAN THIS AND GRIT YEARSLEY GR/ WHENBY GR. THROUGH TO NEW LANE THAT WOULD SEEM A LOGICAL STEP TO ME ESPECIALLY AS IT IS IN A BUSY SCHOOL RUN AREA! xxxxxxx, whenby grove.		
2810036987	Bin 136. Move this bin back to its original location on the chicane at the junction of Keith Avenue and GreenAcres	136	Move to chicane at the junction of Keith Avenue and Greenacres
2810014514	No Comment		
2809787459	Restore to its old location on the chicane at the junction of Keith Avenue and greenacres Bin 136	136	Move to chicane at the junction of Keith Avenue and Greenacres
2809718851	337 move somewhere near Londis shop so this side of Haxby has a grit provision	337	Move near to Londis shop
2809700591	No Comment		
2809376088	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2809277748	Roads that carry significant traffic but which are not provided with bins for grit/salt. The bin map shows a concentration of bins where there is already heavy traffic which tends to clear the road of snow/ice.		
2809271403	No Comment		
2809211779	No Comment		
2809091251	No Comment		
2809073990	No Comment		
2808938008	No Comment		
2808878736	No Comment		
2808543850	No Comment		
2807865188	No Comment		
2807786366	021 from Broad Highway (flat) to Dalton Hill (a slope) as the one which used to be there is no longer there!	21	Move to /dalton Hill (a slope)
2807637243	No Comment		
2807562087	Leave them all		
2807532780	No Comment		
2807250654	No Comment		
2807185678	Grit bin at east end of St Marys YO30 7BZ is not shown on map but has not been used once in the past three years, is dilapidated and is used as a rubbish bin, mainly for takeaway leftovers. I clear it out on a regular basis. It would be best to remove it and reduce street clutter as well.		
2807135368	No Comment		
2807126830	No Comment		
2806103095	No Comment		
2805551435	No Comment		
2805454189	Map does not show any bin in Spen Lane where there is definitely a need		
2805302319	No Comment		
2805224769	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2805219824	No Comment		
2805035814	Bins are best located on bends or at junctions		
2804279050	No Comment		
2803731144	No Comment		
2803457559	Bin 234 would move onto the corner of the old village and strensall road huntington (more accesible for public to use) Bin 357 - onto main road? Dont understand need for a bin on a cul de sac.	234 & 357	Move bin 234 to corner of the old village and Strensall Road, Huntington. Bin 357 to be moved onto main road.
2803345656	No Comment		
2803098663	No Comment		
2803094478	n/a		
2802974506	No Comment		
2802970531	Distribution seems reasonable to me.		
2802878319	No Comment		
2801738435	N/a		
2801637691	Keep a bin in Richardson Street because of the hill and no downhill exit except park.		
2801172915	No Comment		
2801153944	Retain all existing bins.		
2800970650	New grit bins need to be provided where you are proposing to cut routes from the network.		
2800955367	Grit needed at junction of Main St and Church Lane, Nether Poppleton		
2800852444	No Comment		
2800405763	No Comment		
2800404802	No Comment		
2800353032	How about putting back the one on Carr lane		
2800341379	No Comment		
2800329619	They should be made available at every location possible!		
2800284777	No Comment		
2800144453	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2799707029 2799457446 2799297652	Where has the one from the corner f Briar Ave / Wetherby Road gone? No Comment bin 03. Area could be covered by Bin 02 in Runswick Avenue	3	Remove bin 3 as can be covered by bin 2 in Runswick Avenue
2798351035	Remove the grit bin in the car park by 9 St Leonards Place (although not shown on the gritting map the actual bin is still there), on the assumption that the car park is now owned and will be operated by the hotel!		
2797855519 2797841995	No Comment there is no reference to a bin on Beckfield Place. You have only just put one there. Will be appalled if you remove it - it is a steep slope and you will significantly limit resident's ability to leave their homes in safety if it is removed.		
2797717723	No Comment		
2797673703	None		
2795984688	No Comment		
2794895643	No Comment		
2793226354	No Comment		
2793018555	No Comment		
2793010116	No Comment		
2791156110	what about the west bank gritting bin. we need this bin, it has always been well used in the past.		
2791120853 2790987073	No Comment Why would you have grit bins in a location that only a few households could use (195/203). sure it would be better on Bellhouse Way especially if you considering not gritting that road.	195 &203	Move to Bellhouse Way

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2790984313	<p>I wish for the salt bin in st Stephens mews to be added back to your list of locations for the following reason; St Stephens mews is very steep and residents are locked in when heavy snow falls, by simply spreading the salt from our bin we all residents can access and egress the area. In snow fall the whole area attracts families who play on the Green, the salt is spread by residents along the road which make it safer for children and families who are playing in the area. The street running along the back of the green never has sunshine and turns into an ice rink, again the increased cars and people in this area are at risk of injury from cars who cannot stop along the road. The road exit to the green is a small steep hill, without grit, several cars have got stuck, slipped into residents vehicles parking on the hill and again cause a danger to children playing in the area. The residents in this area all act as snow wardens and work together to grit these</p>		
2790980441	No Comment		
2790762736	We need one on roxby close in Elvington		
2790727585	<p>I see there are no grit bins on Clifton Moor Estate, which gets very icy. I cannot comment on which bins can be moved as I am not familiar with the needs of other areas of the city.</p>		
2790661164	No Comment		
2790288094	No Comment		
2790229484	No Comment		
2790210338	No Comment		
2790192028	No Comment		
2790129055	No Comment		



Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2790114561	Keep grit bins at princess drive and boroughbridge road they get dangerously icy		
2790113155	No Comment		
2790092377	072 - There's a high concentration around Thanet Road and one of those such as 072 could be moved to Holly Bank Road where, if the one at the end of Clive Grove is removed, there aren't any, and all of the 'Groves' backing onto the East Coast Mainline are accessed uphill.	72	Move to Holly Bank Road
2789915861	Don't know		
2789620294	No Comment		
2789576385	I'm not sure this survey is asking the right questions. The data provided suggests that we are to lose the gritting service to Hollybank Road/Collingwood Avenue (which is a bus route), and also that the existing grit bins in the Hollybank Road area are also to go. This is a bad plan - surely we should have one or the other, rather than be left without?		
2789574091	No Comment		
2789551694	Don't change any of them.		
2789523633	No Comment		
2789518415	No Comment		
2789470510	No Comment		
2789423974	Grit bin needed on the Gallops Estate. One could be taken from the Alness Drive area		
2789280740	No Comment		
2789232610	The grit bin is inaccessible if the road mentioned is not gritted first.		
2789229228	Safety comes first		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2789229112	There are no grit bins on Hamilton Drive east - that entire location has no provision (odd, as this is very close to the current residence of the council leader), beyond, I assume, your intent to devolve everything on to the snow wardens. Which, for information, would be absolutely pathetic. You can rebate my council tax when you come to that decision.		
2789227533	Safety comes first and will not if you remove salt bins		
2789211261	054 to bellhouseway/walker drive - too many close together around 054	54	Move to junction of Bellhouse Way and Walker Drive
2789209159	No Comment		
2789192017	No Comment		
2789133902	No Comment		
2788708879	No Comment		
2788668744	No Comment		
2788664189	No Comment		
2788660380	Move NSG 458002 40 to mayfield grove	40	Mayfield Grove
2788655526	No Comment		
2788636043	No Comment		
2788626042	No Comment		
2788621047	Leave ALL the existing bibs where they are sited at present		
2788570404	Old Orchard, Haxby		
2788502211	Wouldn't move any especially if less gritting taking place		
2788498229	No Comment		
2788486995	No Comment		
2788469168	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2788463626	I cannot believe you are proposing to not grit Low Poppleton Lane nor have a grit bin - that road was treacherous before we had buses running down it, so with neither of those you are asking for an accident. You may wish to bear in mind this route is not just used by the number 10 - the P&R from Rawcliffe uses it when traffic is busy. I want to see a risk assessment and you can email this to me at XXXXXXXXX		
2788381917	No Comment		
2788282814	No Comment		
2788214039	No Comment		
2788198786	No Comment		
2788165230	No Comment		
2788032966	Would not agree with removing any, but Low Poppleton Lane is now no longer on the gritting route - hoardes of children get dropped off here to go to school with hoardes more walking and cycling and you are proposing to take the grit bin away too? Really?		
2787998246	Remove from Doddsworth Ave and put on Burnholme Drive where the bridge goes over the beck.		
2787989554	I would not change any unless it has been proved the bins were not used and were no longer needed.		
2787964582	No Comment		
2787960063	No Comment		
2787938055	No Comment		
2787908619	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2787895150	198 this is essential due to slope but would maybe be better off further into Waterman Court to prevent use on nearby private driveways	198	Move further into Waterman Court to prevent use on nearby driveways.
2787893487	270 to East Way. Why so few bins in Huntington?	270	Move to East Way
2787893322	Bin Ref: 270 should be moved to East Way.	270	Move to East Way
2787887714	No Comment		
2787875853	No Comment		
2787873324	No Comment		
2787845345	No Comment		
2787838560	No Comment		
2787830068	No Comment		
2787826355	No Comment		
2787824264	The decision has been made to place a bin (192 and 193) on either side of a bridge over the railway. This is a little used route and 1 would be better of being placed in an area of higher population or elderly members of the community. Perhaps the parish councils should be asked to match or sponsor some of the bins in some areas. There also do seem to be a great concentration in the area of bin 240, 280. Why two so close at 253, 006, 002, 007 etc. why not spread these about (unless there is a specific reason that cant be picked up from the map.	192 & 193	Move to a area of higher population oe elderly members of the community.
2787813800	Lindley Raod don't know where the bin is but it's hidden		
2787812769	No Comment		
2787806907	No Comment		
2787800255	No Comment		
2787797482	No Comment		
2787797286	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2787770581	No 148 to junction of Hamilton Drive East and Holgate Road - why is this whole area being ignored?	148	Move to junction of Hamilton Drive East and Holgate Road
2787750850	No Comment		
2787750710	No Comment		
2787747582	Under the proposals we will have no grit bins in the whole of the Holly Bank area. NOT ACCEPTABLE		
2787738712	No Comment		
2787737544	No Comment		
2787186569	Don't need grit bin, need council to use council tax to do something useful for a change and make roads safe in snow and ice		
2787162201	No grit would be near us (Hamilton drive east/ hollybank) anymore- no other bins close by		
2787158501	No Comment		
2787147448	No Comment		
2787142774	No Comment		
2786932673	No Comment		
2786839021	None of the bins should be removed		
2786704960	No Comment		
2786684987	059 to end of walker drive at junction with bellhouse way. More bins should be supplied in general.	59	Move to junction of Walker Drive with Bellhouse Way
2786661801	No Comment		
2786641900	No Comment		
2786595669	C Y C should fill all bins instead of retuning to fill none highway bins		
2786577613	No Comment		
2786565099	No Comment		
2786531028	No Comment		
2786208708	No Comment		
2784651499	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2784582623	i live on Bouthwaite drive. steep hill and no grit route or grit bin. Don't you think this is a bit dangerous ? we all pay council tax !!!!!		
2784552182	No Comment		
2784326606	No Comment		
2784324594	No Comment		
2784248971	No Comment		
2784044892	No Comment		
2783955397	No Comment		
2782340294	Possibly 116. But you know which better than me! THERE NEEDS TO BE A GRIT BIN AT THE TOP OF THE SNICKET JOINING WINDMILL RISE TO ACOMB ROAD.The bin is a very well used facility and in icy weather the snicket would be impassable for locals andvisitors to the mill who wish to purchase flour and visit Santa in the mill. Even though I see the road is to be gritted, the pavemnts are also very steep and will be very difficult for many elderly residents on Windmill Rise if the grit bin is removed.	166	No alternative location
2781955885	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2781902224	I live at 22 Ridgeway, a cul-de-sac off main Ridgeway. We currently have a bin outside No. 10, which is on your original salt bin map, identified as "Ridgeway (a 'WARD' salt bin)" It is always well used in winter conditions. On your proposed map on this page it is missing. WHY? We need it. Please will you restate this bin on your plan. The cul-de-sac slopes down to main Ridgeway and at least 14 cars are resident in the cul-de-sac. It has a concrete surface, which retains ice unless salted, making it very dangerous. There are a number of elderly people living here, and we salt the pavements, too. The bin is essential. Please retain it.		
2781845647 2780544194 2780376423			
2780285639	I recommend retaining all current locations in Strensall ward as a minimum requirement.		
2780249269	I would recommend retaining all current locations in Strensall ward.		
2780108904	nsg45800366		
2780048019	Wouldn't move any, would introduce one at bottom of Chapelfields Road Junction with Ridgeway.		
2779373290	No Comment		
2779371369	Can't access the map!		
2779311788	No Comment		
2779185976	No Comment		
2778463626	No Comment		
2778377613	No Comment		
2778373883	No Comment		
2777892680	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2777725239	We need a grit bin at the front gate to Westfield School, Askham Lane to grit crossing patrol. Perhaps move one from where there are several in close proximity eg 065	65	Move to front gate of Westfield School
2777356286	The details are unintelligible No grit bins shouldbe removed and mosrfe shouldbe provided		
2776910809	Bin Ref 085 could be moved - Fordlands House care home has closed. A better location for this bin would now be slightly towards the top of Fordlands Road bringing it into the use of more residents. General - What will happen to the salt bins previously supplied by the Council? Roads that previously had salt bins and still need them in Fulford include - Cherry Wood Crescent. Glen Close (this is CYC housing land and includes a large number of very elderly tenants). School Lane (at the top end by the entrance to St. Oswald's Primary School, large numbers of school children and parents walk along here). Pasture Farm Close. There is no salt bin serving the approx 300 households of Heath Moor Drive and surrounding roads. Can residents agree to be a snow warden to save them? Do Parish Councils need to risk double taxation and pick these up before they get damaged?	85	Move to top of Fordlands Road
2776909499	No Comment		
2776792112	No Comment		
2775717382	No Comment		



Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2774323280	No nos. can be found. I would challenge the position of the bin on Pentland Drive Huntington (hidden away and accessible to so few. Move to junction with Pentland Drive & Cleveland Way or to Penine Close/Mill Hill Drive. The bin on Willow Grove, Earswick is on a private road. Is it funded by residents of that street? If not, move to Earswick Village/Shilton Garth or Rowley Court.		
2774312812	No Comment		
2774050231	No Comment		
2773567006	No Comment		
2773148778	I would need to know existing locations as well		
2773106750	The grit bin currently at the summit of Windmill Rise is not shown. Presumably this means it is planned to be removed. Given the steep gradient on one side, I would expect this to be retained and urge reconsideration by Officers.		
2773104271	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2773084967	<p>The grit bin should not be taken from the corner of Ashley Park Road and Stockton Lane. This is key route to bus stops and there are a number of small cul de sacs off Ashley Park Road that would become a significant distance from the nearest salt bin. The slat bin at the corner of Hempland Lane and Stockton Lane is located by a zebra crossing that was installed to allow school children to cross safely from houses across Stockton Lane to the primary school. It is essential therefore that this bin remains in place. All others are located well in the Heworth Ward. There is no option to comment on proposed gritting routes so I shall put that here. Removing Bad Bargain Lane Applecroft Road Stray Road Ashley Park Road from primary gritting is a very bad idea. Bus route and heavily used</p>		
2773040464	No Comment		
2772665293	<p>077 Sandringham St would be more useful on Blue Bridge Lane (steep slope and access to Blue Bridge/Mecca car park)</p>		
2771956041	<p>Rufforth needs a bin . The B1224 is very busy</p>		
2771740220	No Comment		
2771611809	No Comment		
2771478746	No Comment		
2771444736	No Comment		
2771417100	No Comment		
2771389070	No Comment		
2771348165	None		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2771338305	Need them at Tadcaster Rd jw Pulley Drive (gradient) and jw Slingsby Grove. St Helens Rd at Dringhouses School (gradient). Regency Clsoe (EPH)		
2771306925	No Comment		
2770125589	No Comment		
2769448560	No Comment		
2766292823	All existing grit bins should be retained		
2766288668	No Comment		
2764770261	No Comment		
2764724868	No Comment		
2764720400	Bin 270-there is already a bin planned close by when there is no plan for a bin in the Brockfield area-a large number of elderly residents live in this are and the road joining New Lane to Huntington Rd is busy and used as a 'rat run'. The volume of traffic is likely to increase as the new Monks Cross programme is completed.	270	Move bin to Brockfield area
2763291053	There don't appear to be any in or near the centre of Copmanthorpe. There should be at least one in the shopping area.		
2763231116	No Comment		
2763224211	No Comment		
2763096387	No Comment		
2762837948	None, I live in Ash Lane and feel the current provision is fine		
2761948445	No Comment		
2761523542	Remove grit bins		
2761383507	No idea!		
2761325475	No Comment		
2761313464	No Comment		
2761305980	need some nearer Askham Bar Tesco, road is very slippy on the walk to the college from there		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2761299503	No Comment		
2761295510	No Comment		
2761086301	097 is located in the guildhall courtyard and the general public do not know it is for general use and is only used by the mansion house. This should be located so shop in the area have visibility of this and can make better use of it.	97	Move to shops to make more visible
2761028867	No Comment		
2760978951	A grit bin should NOT be provided in the vicinity of St. Andrew's Church, Spen Lane, as it has been the subject of much controversy over the past 2 years on visual amenity and safety grounds. I have registered as a snow warden to obviate the need for a bin here.		
2760929647	No Comment		
2760824072	No Comment		
2760075538	No suggestions		
2759923761	No Comment		
2759900776	No Comment		
2759621981	No Comment		
2759503819	No Comment		
2759446776	No Comment		
2759427334	No Comment		
2759416865	No Comment		
2759410277	343 place one near the junction of Rowntree Ave/Burton Stone Lane/Burton Green.	343	Move near to junction of Rowntree Avenue/Burton Stone Lane/Burton Green
2759400357	I'd remove all the bins which are close to primary gritting routes for 13-14, if youre going to priorities these routes for gritting why do you need bins as well?		
2759349430	No Comment		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
2759337920	Poor maps make it difficult to assess where they are		
2759287045	No Comment		
2759283176	No Comment		
2759254834	No Comment		
2759250695	No Comment		
2759243470	Move 360 to Eastern Terrace/Wood Street/Cinder Lane area as no bins in this area compared to 2 others near 360	360	Eastern Terrace/Wood Street/Cinder Lane area
2759210258	No Comment		
2759172835	Move the grit bins from bus routes and near Councillors houses and put them on the side roads which are not gritted by the lorries! We need the grit bins in streets like ours - Thoresby Road cul-de-sac, where we do not get gritted and our roads and paths get treacherous! If roads are being gritted by lorries, they do not also need the grit bins - it should be one or the other!		
2759144289	No Comment		
Paper01	The map showing grit bin locations is LARGE, but not clear. It is difficult to find particular areas/streets etc.		
Paper02	No Comment		
Paper03	Not numbered on the display!		
Paper04	1) Grit bin required at Top Lane/Horseman Lane Junction, Copmanthorpe because of gradient, bus route, traffic volume. 2) Grit bin required at Church Street, Compmanthorpe because of gradient, access to school and shops.		

Respondent ID	Question 4 - Which existing grit bin location(s) would you change and where to?	Bin Ref	New Location
Paper05	Copmanthorpe has now only one salt bin - another is needed at the Hallcroft Lane/Top Lane/Horseman Lane junction and one in the vicinity of Main St/Church Street junction.		
Paper06	*Display is too small to see without Magnification! Should be grit bins in the vicinity where there are a high proportion of vulnerable/disabled people, and in places where there are roads with slopes steeper than 1 in 10.		
Paper07	No Comment		
Paper08	Good idea to provide seats (whiler we do job). Please understand - not very clear of maps (too smaller print).		

**Other Comments Received by letter, email or Customer Call Centre**

Email 01	There should be no reduction of City Council Salt bin provision in the
Email 02	I am writing to you to register my concern about the possible removal of We nearly lost our bin last winter, but fortunately sense prevailed and it I have looked at the Council website, which identifies our bin on a map as
Email 03	There is no excuse for running a consultation exercise during the summer <u>Front Street Area</u> - To remove the salt bin for Grove Terrace which is a very Equally the salt bin outside Westfield School on Askham Lane is used to <u>Shopping areas</u> - The loss of the salt bin at Cornlands Road shopping area, Forrester's Walk is on an incline and so the loss of the salt bin at the
Email 04	As a resident of 39 Grantham Drive, Holgate, I have recently been informed Such accidents were so frequent in the icy weather that it was not uncommon to At great personal danger to themselves, my mother and neighbours threw play Since the salt bin has been installed and the road has been resurfaced, we have
Email 05	Generally we would wish to object to the loss of any more salt bins from On specific points we would wish to object strongly to the removal of salt bins
Email 06	There are no concerns with the overall principle of funding 3 additional Salt As of 2012-2013, CYC only own and fund 5 bins within Strensall with Bins (former Ward Salt Bins) as confirmed by Martin Horner, CYC, on The Parish Council undertook a basic risk review process resulting into Based on the Parish Council's view of risk, and the existing bins already
Email 07	Councillors views were that we would not wish to lose salt bins at Ashley Park Road and down Stockton Lane at the cross roads with Woodlands Grove - the main route to the primary school.

Email 08 Foxwood Resident	Generally we would wish to object to the loss of any more salt bins from the Foxwood area. On specific points we would wish to object strongly to the removal of salt
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Custmer Call Centre 01	Request for salt bin relocation/removal. Grit is seeping out ans silting adjacent drains blocking them and causing a risk to immediate surrounding
Custmer Call Centre 02	Comments: re removal of salt bins. Can you please tell me if the salt bins are removed what alternative is to be put or used in their place. Very
Custmer Call Centre 03	Object to cutting of salt bins from 13 to 4, safety comes first.
Custmer Call Centre 04	Salt bins 2013, Very concerned about removal of salt bins at Gale Farm Court, Front Street entrance & along Front Street. GFC is sheltered housing,
Custmer Call Centre 05	Removing the salt bins from Windmill Rise and ceasing 2 grit wld be quite frankly lethal and an accident in the making. The road is already lethal in
Resident	Concern regards Gale Farm Close salt bin
Association meeting	Concern Morrett Close (off Barfield Road salt bin

### Snow Wardens - Comments to Question 7

2811644619	Nothing - I'm to old!
2811615564	Nothing as I am too old
2811593264	An amusing advertising cartoon of a youngish man spreading grit on the
2811517846	It would not really be possible due to arthritis.
2810981193	Take 20 years off my age and make me fitter!
2810706653	No way
2810062260	AS ABOVE!!
2810036987	I have already given you the reason
2809787459	I have already explained
2809718851	As before unable to due to medical condition - although when I am well
2809700591	I only want to do this in Rufforth
2809277748	As I am 81 I doubt that I would be of much help to such a group!
2809271403	create more than 7 days in a week and more than 24hrs in a day
2809211779	I clear outside my house and would spread grit if I had some
2809091251	free gym membership so I could be fit enough to clear snow?
2807786366	I am afraid I have enough on my hands clearing my steep drive at my age
2807562087	Stop wasting money on projects of no need whatsoever and use the money
2807185678	Get a pilot group together and deal with it on a very local basis, almost
2807126830	Supply child care?
2806103095	Discount my council text
2805454189	Sorry - too old and incapacitated
2803457559	Already a snow warden and help my neighbours with snow clearing and
2801738435	No. I already work full time and run a house single handed.
2801637691	I am 82 and not in 100% health!
2801153944	Not applicable
2800955367	Not able because of health problemsy
2800341379	You couldnt I have arthritis aggravated by cold
2800329619	It is your responsibility, not the citizens!
2799457446	I do it anyway
2799297652	at my age could be of little help



2797841995	I work long hours and simply do not have the time!
2797673703	I clear the area around my property regularly. If everyone did that you wouldn't need any wardens.
2791120853	I could encourage others, but I couldn't shovel myself because of RA in you couldnt
2790987073	
2790229484	Ensure council bins are replenished so they can be used when required
2789518415	start spending my council tax money more wisely instead of wasting it on,
2789423974	I am not physically able
2789232610	When you do something about our road.
2789229228	We are both in our late seventies
2789229112	You could all resign. I would be massively encouraged, across many fronts,
2789227533	We are both in our late seventies so think that excludes us
2789211261	i already do my own road
2788660380	It couldn't, the residents already try to do our best to make mayfield grove
2788655526	It wouldn't make a difference to the clearing I already do
2788621047	I am too old and not physically able to do this worl
2788502211	Work full time can't do it
2788486995	It couldn't
2788469168	I already clear my road surface (Welland Rise) from top to bottom,
2788282814	Take 20 years off my age
2788165230	I just dont have the time
2788032966	I need to be in Knaresborough by 7.30am each workday - wouldn't be much
2787998246	Provide details of how to sign up and what the level of responsibility is.
2787989554	I am at university, so would not always be in york
2787964582	Too old
2787895150	as I worl shifts cannot guarantee to be available
2787893487	I am too old for this
2787893322	They could provide facilities e.g. grit bins and gritting in my area. They
2787887714	I have enough public service to do
2787875853	Provide grit bin on street, narrow, cul de sac, Morehall Close, happy to use
2787824264	I might be interested, but couldn't commit without knowing what is
2787800255	Council should be prepared to do there job properly and not rely on others
2787747582	Never
2787186569	Grit bellhouse way
2787162201	Bit shouldn't be a replacement for council gritting
2786839021	I am so mad with the Council that I do not want to offer my services
2786704960	Create time when I'm not at work.
2786684987	Promote community involvement.
2786661801	I work full time and have a young family, it's not possible for me.
2786595669	By filling bin at speculation st
2786577613	You could not - it is the councils job!
2786208708	Money. Cash or a reduction in council tax, preferably the latter as it
2781902224	We men of the cul-de-sac already work together to keep the cul-de-sac
2781845647	As my physical health is not that great, I would say nothing. I do grit my

2777725239	I have told the council you should be working with schools to mobilise pupils eg year 10 and 11 secondary students could adopt their own streets as a community . I am the Headteacher of Westfield Primary and want to work within the community / residents association and YHS to support "staying safe" community contract
2776910809	Happy to pass on information to residents / Parish Council.
2771956041	I'm over 70 with a bad back. Prehaps you have some suggestions
2771740220	Knock 20 yrs off my age!!
2771444736	Got children with major health issues so difficult to get out.
2770125589	I have a blue badge due to severe knee pain - arthritis !
2766292823	Council can't
2764724868	Look, I help my own neighbourhood as and when required. I don't need to
2764720400	Cant-disabled and unable to shovel snow from my own drive never mind
2762837948	They couldn't.
2761948445	Already helped to clear snow from street (on a slope) with a neighbour last
2761523542	It can't
2759446776	Think about it, am I going to join!
2759337920	Could not not enough time
2759243470	Unable to assist due to health issues
Paper01	It couldn't. I have a social confidence & am prepared to act when/where I
Paper06	Not physically able to due to health problems.



- Consulted route - Option 2
- Extended route - Option 3
- - - CYC boundary



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## Gritting Route Options

Drawn by

Date Sept 2013

Scale 1:125,000

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DECISION SESSION – Environmental Services.

Wednesday 9<sup>th</sup> October 2013

*Extract from the Annex of Additional Comments received from Members and the Public since the agenda was published.*

<b>AGENDA ITEM</b>	<b>REPORT</b>	<b>RECEIVED FROM</b>	<b>COMMENTS</b>
6	Winter Maintenance	Liberal Democrat Group	<p><b>Winter Maintenance Review</b></p> <p>The Liberal Democrat Group was very disappointed with the Winter Maintenance consultation, carried out during the summer when many residents are away and Parish Councils and Residents Groups do not meet. We have received complaints from residents that only having an on line consultation disenfranchises a large section of the population.</p> <p>The consultation itself was quite poor with limited choice, leading questions and no space for “any other comments”. It was not an open consultation but started from a position where much of the criteria had already been set. Although we recognise that people will always ask for more salt bins, expecting people to choose which bins to move was never going to get many suggestions. We can all identify locations in our wards that would appear to meet the criteria and would benefit from a bin but could not recommend moving bins from one location that needs a bin to another.</p> <p><b>Salt Bin Provision</b></p> <p>It is difficult to understand how this can be a</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>comprehensive winter maintenance report when salt bin provision by other organisations such as Parish Councils and Residents Associations or even by other parts of CYC, such as Housing and Parking are not included. It would be more informative to have included all the salt bins so that residents could see the complete coverage. I would contest the comment in Para 7. It is not a fair, clear and transparent system when Parish Councils and areas with Residents Associations can provide extra bins and those without are unable to meet the needs of the residents.</p> <p>Para 33 talks about an “adopted criteria” for grit bins. Who and when was this approved? I question if the grit bin criteria has been applied consistently. Cllr Levene was quoted in the paper as saying that bins would be provided where there are schools, elderly person homes and gradients. However, many of the bins being removed seem to us to meet the criteria and include:-</p> <p>On inclines</p> <ul style="list-style-type: none"> <li>• Barkston Avenue,</li> <li>• Chapelfields Road/Marston Avenue, Ridgeway,</li> <li>• St Stephen's Mews,</li> <li>• Grove Terrace/Front Street</li> <li>• at the junction of Tadcaster Rd and Pulleyn Drive</li> <li>• at the junction of Grantham Drive and Howe Hill Close.</li> </ul> <p>At schools</p> <ul style="list-style-type: none"> <li>• loss of salt bin Dringhouses School</li> <li>• loss of salt bins at crossing patrol area Askham Lane for Westfield Primary School,</li> </ul>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<ul style="list-style-type: none"> <li>• loss of salt bin at Carr School</li> </ul> <p>At Elderly Persons accommodation</p> <ul style="list-style-type: none"> <li>• near Abbeyfields House off Royal Chase</li> <li>• Vyner House</li> <li>• Gale Farm Court.</li> </ul> <p>We are also concerned with the loss of salt bins at local shopping areas and community facilities.</p> <ul style="list-style-type: none"> <li>• loss of all salt bins in Beckfield Lane area,</li> <li>• Acomb Explore library.</li> <li>• Cornlands Road shops</li> <li>• Foxwood Lane shops</li> </ul> <p>Whilst not disagreeing that some agreed criteria is beneficial, we wonder if the criteria has been drawn up to match the number of bins that can be provided.</p> <p>It would be interesting to have a breakdown of the costs of providing snow wardens with their initial equipment as well as the ongoing cost of grit provision. Para 43 talks of them being used to “mitigate the reduction in the number of grit bins provided” but there appears to be no costs associated with this. If one Snow Warden is recruited per street and they are each provided with the equivalent of one grit bin full of salt at £50 you will soon wipe out any savings.</p> <p><b>Gritting routes.</b> We are pleased that you appear to have listened to some of the comments made and propose reinstating some of the Primary Gritting routes. That will still leave a substantial number of areas without a regular gritting regime and the resultant access problems for public transport and to schools in icy</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>weather.</p> <ul style="list-style-type: none"> <li>• the Middlethorpe estate off Tadcaster Rd will no longer be regularly treated despite there being a bus serving the area.</li> <li>• Potential loss of the number 24 bus in snowy conditions as the roads are not being gritted in Kingsway West, Ascot Way, Windsor Garth loop, Danesfort Avenue, St Stephen's Road.</li> <li>• No gritting little Green Lane to Hob Moor School, ,</li> <li>• Fulford School and Manor School are also taken off the gritting routes.</li> </ul> <p>Even with the adoption of the less draconian Option 3 the Council will still be treating a lower % of the road network than our APSE family group. This option will also see a further reduction in salt bins but there is no indication of where those might be. Para 36 justifies the further reduction in the overall number of bins “because the assessment process takes into account the proximity of the bin location to the PGR network”. This completely ignores the difference between treating roads and providing self help bins. Even if a road is on the PGR network that does not help pedestrians, which is why we see self help salt bins as a priority. If we have prolonged icy and snowy weather many residents remain housebound, even if the road is treated, because the footpath is too treacherous to walk on.</p> <p>Para 39 implies that this is not the end of the cuts and that there is scope to upset residents with further cuts next year.</p>



AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>Page 51. Implies no winter gritting reviews have taken place since 1996 which is clearly not true. The Liberal Democrat administration prioritised the provision of a comprehensive winter maintenance programme and reviewed the gritting routes yearly. We clarified the arrangements for the Winter Maintenance Group (para 6) and how and when the Secondary network is treated. The report to the Cabinet Member is far from comprehensive and makes it difficult to understand what the coverage will be in the future. Annex 5 is attached to the agenda as a black and white map which is useless. A map of the current gritting routes would have been beneficial in order that the current and future provision could have been compared.</p> <p>Annex 2 reproduces the consultation document but the maps used as part of the consultation are not attached. This makes it difficult to consider the proposals for moving some of those bins (annex 4) impossible to evaluate. The extra 8 bins which will go if option 3 is chosen should also be identified in order to evaluate the overall effect on residents.</p> <p>The Liberal Democrat Group budget amendment showed ways in which the winter maintenance budget could be maintained and we feel that this reduction is a step too far. We do not think that the criteria for the provision of salt bins have been applied consistently and that the number of bins that you can afford has taken precedence over need. Cuts to the Primary gritting routes will leave some communities isolated and we know from past experience that actually gritting of the secondary routes in severe weather conditions can take longer than anyone would want because our resources (men and</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>machines) are finite.</p> <p>We have objected to the changes in Ward Committee budgets and the strictures on how the money can be spent. This is reflected in the reduction in the number of salt bins as communities no longer have the ability to respond to identified need as they have in the past. We would ask that some consideration is given to some funding being made available in order that Wards can determine where bins are needed.</p> <p>Reading the comments from the consultation the key issues that residents are concerned about are</p> <ol style="list-style-type: none"> <li>1. cycle routes</li> <li>2. elderly vulnerable residents</li> <li>3. Schools shops etc</li> </ol> <p>Despite that there is no suggestion that resources could be targeted where they are most needed i.e. where the most vulnerable people are. Para 24-26 ignores the majority of responses. Nobody was interested in answering the "where would you move the salt bin too" question so either ignored it or just suggested further sites. The analysis only looks at the small minority of people who suggested a move.</p> <p>The EIA is less than satisfactory as it doesn't consider what the effect will be and doesn't take into account that large groups of residents were excluded from the consultation as it was online only. The snow warden scheme is itself discriminatory as is less likely to work in areas where the population is predominately elderly.</p> <p>We feel strongly that the report should contain:-</p> <ol style="list-style-type: none"> <li>1. List of current salt bins and a simple yes/no as to whether they will continue.</li> </ol>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>2. List of primary gritting routes and a simple yes/no as to whether they will continue.</p> <p>3. List of secondary routes and a simple yes/no as to whether they will continue.</p>
<b>6</b>	<b>Winter Maintenance</b>	<b>Elizabeth Brown</b>	<p>I live on stuart road and am a mother of 4, I also have a friend in a wheel chair who lives further down the road towards Gale lane.</p> <p>I have to say that the year we had the really bad weather was horrendous my friend relies on me to take her shopping which due to the weather I was unable to take her out! The road was so bad that even the bins could not be emptied as it was too dangerous, as for pushing a wheelchair not a chance, we have lots of mums in the street with buggies and they also were finding it hard. I would like to see the whole street gritted to make it a safer place to live.</p> <p>Many thanks E Brown 50 Stuart rd</p>
<b>6</b>	<b>Winter Maintenance</b>	<b>Mr &amp; Mrs Gibbons</b>	<p>We write as residents of St Stephens Mews (no 2). We wish to write oppose the removal of the salt bin at the top of our street, for the following reasons;</p> <ul style="list-style-type: none"> <li>- our street is steep and we become locked in during snowfall, unless we have access to large amounts of salt to clear our road</li> <li>- our neighbours and ourselves work together to ensure our street, the junction to our street, the road along the green and the junction adjacent to the monument are salted during snowfall.</li> <li>- salt is crucial to these 3 areas, for residents access,</li> </ul>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>egress and safety.</p> <ul style="list-style-type: none"> <li>- the street The Green never has sun on the area and the street becomes a ice rink during snowfall.</li> <li>- the area becomes packed with visitors, their vehicles and their children during snowfall and we need to ensure the roads are gritted to prevent accidents. Children run around this area during snowy periods and an icy road is a recipe for disaster. I have witnessed and experienced children running across the road and paying no attention to vehicles. The road cambers towards the banks of the green on the right hand side, cars park along the left and it is most dangerous to even drive along this road during snowfall, without it being gritted.</li> </ul> <p>We believe that if untreated this road could potentially give rise a serious incident where a vehicle leave the highways and ends up in an uncontrolled manner into the green.</p> <p>We urge you to visit this area and take a walk around the back of the green and st Stephens mews before you remove this salt bin, because in our opinion City of York Council have a duty of care to ensure the safety of its residents and visitors during the Winter months.</p> <p>Kind regards Mr Mark &amp; Mrs Janine Gibbons</p>
<b>6</b>	<b>Winter Maintenance</b>	<b>Emma Barrass</b>	<p>As fellow residents of St Stephens Mews (No. 3) we would like to thank Mr and Mrs Gibbons for writing to you on behalf of us and our neighbours collectively and to confirm that we absolutely agree with all the points that</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>they make below. The provision of a salt bin on St Stephens Mews is critical if we are to ensure safe passage for us and all drivers who use our street as a turning circle.</p> <p>We wrote to York City Council a number of years ago requesting the salt bins after several winters that had made our road both unsafe and indeed unpassable. The issue came to a head when we witnessed a driver who was unable to stop due to the ice, almost crash into our front wall - the curb and sheer luck saved him from an accident and our garden wall from collapse! We live directly at the bottom of St Stephens Mews so this is an issue that very specifically concerns us.</p> <p>I would also like to add that as residents we often have to help drivers who are stuck in their cars and unable to climb the hill by pushing vehicles from behind (an extremely dangerous situation I am sure you will agree but one that is an unfortunate necessity if we are to keep the road free of abandoned vehicles), this is the case even with the provision of the salt bin so I can only imagine the issues that will arise if it is removed!</p> <p>York City Council clearly felt our original pleas were worthy of a salt bin so I trust that our case for retaining it will be received as favourably. Our salt bin and many others in the immediate vicinity are critical if you believe that public safety is a priority for York City Council.</p> <p>Kind regards</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			Mr & Mrs Barrass
6	Winter Maintenance	Jenny Briggs	<p>As a resident of Acomb Green, I would like to register my alarm at the Council's possible decision to remove salt bins from</p> <ul style="list-style-type: none"> <li>a) Entrance to Gale Farm</li> <li>b) Vyner House Front Street</li> <li>c) St Stephens Mews/ The Green</li> <li>d) The gradient on Ridgeway</li> <li>e) Library Front Street</li> <li>f) Grove Terrace (on the hill)</li> </ul> <p>As a pensioner and having broken my arm as a result of icy paving, I am very conscious as to how important adequate salting is. This is compounded in all places where there is a slight incline. The bins are a valuable resource when the Council is having to make stringent cutbacks in its workforce as they allow the community to have access to salt as a form of self help. For the second year running, my husband has been part of your voluntary snow warden scheme. Although this is of value to our part of the Green, it is of no use to areas where there are no volunteers and where access to salt for people to use, as and when they deem necessary has been taken away from them.</p> <p>I can only feel this is a retrograde step on the part of the council. Unfortunately we live in an age of the 'blame culture' and as this is the case, I am surprised when health and safety is not one of the Council's priorities. It would be interesting to know just how much the Council is saving by removing the salt bins.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
6	Winter Maintenance	Steve Galloway (See Annex 2)	<p>With reference to agenda item 6 "winter maintenance" being considered at the above meeting , I have been asked to draw to your attention the attached petition and request that a copy be published in the supplementary papers for the meeting.</p> <p>Signators are seeking the retention of the existing winter maintenance arrangements in the Cornlands Road &amp; St Stephens Road areas.</p> <p>I support the petitioners and am particularly concerned to see the proposals to stop the routine de-icing of the number 24 bus route. This is a subsidised service with an hourly frequency. A similar frequency service in the Hollybank area (13A) appears to have generated a change of heart with officers now recommending that roads in that area continue to be "gritted". I can see no difference between the two areas and feel that both bus routes should continue to receive routine de-icing.</p> <p>I am also concerned about the plan to remove the salt bin from outside the shops on Cornlands Road. This was heavily used during the last periods of extreme cold weather (Jan - Mar 2010 and Nov - Dec 2010). It is a lifeline for the elderly who use the adjacent paths to get to the newsagent and beyond to the umber 4 bus stop.</p> <p>May I also make two other points concerning the accuracy of the report.</p> <p>it is not true to imply that this is the first review of winter maintenance arrangements since local government re-</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>organisation. In fact the winter maintenance manual was reviewed every year between 2002 and 2011. Few route changes were made simply because the roads most in need of gritting (arterial plus bus routes) didn't change.</p> <p>The network of "highways" salt bins was also fairly stable as those paths and roads liable to icing (those that caught little sunlight), those near gradients and those near elderly persons homes changed little.</p> <p>New streets that had been erected on gradients - such as St Stephens Mews - were added, while some inaccessible bins were relocated. (for example, when the Edmund Wilson swimming pool was closed).</p> <p>In 2011 it was anticipated that the location of bins such as the one at the entrance to the - now closed - Lowfields school would be moved to a more central point in the Lowfields estate although this appears not to have happened.</p> <p>The network of additional bins built up by the Westfield ward committee was in direct response to the wishes of local residents who should know best which paths are subject to icing problems. The report suggests that this valuable local knowledge is being jettisoned without full consideration.</p> <p>At the very least, residents should be allowed to vote on whether to retain additional bins using the (now) limited funding available through Ward committees (forums) or estate improvement budgets.</p>



AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			Steve Galloway
6	Winter Maintenance	Andrew Waller (See Annex 3)	<p>I would be grateful if the attached petition (175 signatures) could be included in the documentation for the meeting of the Cabinet Member for the Environment.</p> <p>There is significant concern in the Kingsway West area that the removal of the 24 bus route (along Kingsway West, Ascot Way and Windsor Garth leaving the estate via Danesfort Avenue) will cause significant problems, and the suspension of the route in winter which is a lifeline to elderly and disabled residents.</p> <p>The deleting from the gritting route to Hob Moor School along part of Green Lane is also going to cause difficulties to access the school which has a wide catchment for disabled pupils.</p> <p>My comments submitted earlier (see below) in the process have been truncated in the appendices due to what I assume is a cutting and pasting problem. The letter is referred to as being "email 3" in the appendices which I would be grateful if this could be corrected to the submitted text.</p> <p>“There is no excuse for running a consultation exercise during the summer holidays with an internet-only possibility of engaging with the process. Too few residents have been aware of the proposed changes, and there has been no engagement with resident groups.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>Consulting on the removal of salt bins from school entrances during the summer holidays is particularly badly timed when this is an annual event which could have been anticipated.</p> <p>The removal of salt bins at schools, shops and old people's homes are difficult to rationalise.</p> <p><b><u>Front Street Area</u></b></p> <p>To remove the salt bin for Grove Terrace which is a very steep path leading to St Stephen's church and is the main entrance to the four houses on Grove Terrace is irrational. Unless there is a very clear path gritting process then this should not be considered.</p> <p>The removal of all the other salt bins in Front Street has caused residents concerns;</p> <p>Two elderly people's homes Vyner House and Gale Farm Court are losing salt bins – with the latter retaining only the one at the rear of the complex (off Gale Lane)</p> <p>The Acomb Explore Library is also losing its salt bin, and thus there are no remaining salt bins for the route from Gale Farm Court to Acomb Shops for those residents.</p> <p><b><u>Bus Route</u></b></p> <p>The 24/26 bus route is being taken off the primary gritting route along Kingway West, Ascot Way, and Windsor Garth, and along St Stephen's Road. Does this mean that the bus service is under threat ?</p> <p><b><u>Schools</u></b></p> <p>The section of Green Lane leading to Hob Moor School has been taken off the Primary Gritting route – this is not helpful but has the school been informed ?</p> <p>Equally the salt bin outside Westfield School on Askham Lane is used to keep the school crossing patrol area clear of ice and snow on the busy Askham Lane road.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>It has been helpful to see that the outcome of the petitions from residents in Parker Avenue, Hotham Avenue, Vesper Drive, and Chancery Court have meant that those salt bins have been uplifted from the 'limbo' of being 'ward committee' funded when there has been no option to allow ward committee funding to be used for this purpose</p> <p><b><u>Shopping areas</u></b> The loss of the salt bin at Cornlands Road shopping area, and Foxwood Lane shopping area without any explanation of alternative systems for keeping the pavements treated is going to have a significant detrimental impact on the viability of those shops at a time when councils should be implementing the outcomes of the Portas Report rather than restricting access by residents.</p> <p><b><u>Gritting Routes</u></b> There will be a significant impact on transport in the area due to the removal of Bellhouse Way and Acomb Wood Drive from the primary gritting route. The removal of part of Bramham Road from the primary gritting route, whilst leaving the steep inclined route on Chapelfields Road (high numbered end with junction off Ridgeway) does lead residents to wonder how the gritting lorry is going to rotate at the junction with Bramham Road and come back down the hill , or is the council going to insist that gritting lorries switch off the gritting for that part of the route that they will have to travel ? If the primary gritting routes are being examined then there is a very strong case for putting Grange Lane onto the primary gritting route due to the use of the entrance to the nurseries and school.</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p><b><u>Loss of salt bins</u></b>  Forrester's Walk is on an incline and so the loss of the salt bin at the junction with Foxwood Lane will be major loss. Residents at the top of Otterwood Lane have previously requested a salt bin due to sheet ice on the road as a result of shading by nearby trees, and the problems this causes in accessing the bus stop on the opposite side of Foxwood Lane.</p> <p>St Stephen's Mews are on a significant slope, and residents on Ridgeway 10-20 feel strongly that due to the steepness of the road and driveways in their area that the loss of the salt bin will be significant. Barkston Avenue is also on an incline, but is losing a salt bin outside of number 26, and the salt bin at the junction of Chapelfields Road and Marston Avenue is going even though the road is steep enough to merit being retained on the primary gritting route.</p> <p><b><u>Broken salt bins</u></b>  Many salt bins have been allowed to deteriorate over the last 18 months so that they no longer have functioning lids. Thus last winter salt bins like the one in Linnet Way were unuseable - suggesting that the removal of that one was a forgone conclusion. I append the letter which I sent to the cabinet member in February for which no action has been taken.</p> <p>Yours faithfully  <i>Andrew Waller</i></p>

## **“Keep Foxwood safe—No cuts to ice clearance” petition**

**We request the Council to continue to include Bellhouse Way and Acomb Wood Drive in the primary gritting (de -icing) schedule.**

**We also call on the Council to at least maintain the present network of salt bins in the area**

This is a response to the Council’s consultation on its plans to change “winter maintenance” arrangements. In Foxwood

### **Gritting routes**

Under the Council’s proposals, only Foxwood Lane would be routinely de-iced.

The Council are proposing to take Bellhouse Way and Acomb Wood Drive off the primary gritting rota. This would mean that salt would not be spread on these roads when temperatures are forecast to fall below freezing point.

We object to this change on the basis that both roads are bus routes and serve as major access corridors for traffic entering and leaving the Foxwood area. Reducing de-icing activities would increase road safety risks for local residents

### **Salt bins**

The Council are proposing to remove the majority of the *self help* salt bins which are located in the Foxwood area. Some of the salt bins are in a poor state of repair having been left on the streets now for 2 years. We record our objection to this proposal for the following reasons

Location	Council proposal	Objection to removal
a. Foresters Walk	Scrap	Bin is located at bottom of gradient
b. Askham Lane	Scrap	Bin is located at top of gradient and at difficult road junction
c. Otterwood Lane	Retain	Bin on gradient
d. Askham Croft	Retain	Bin on gradient
e. Beechwood Glade	Scrap	Bin is used to salt the footpath linking Huntsman’s Walk and Otterwood Lane
f. Beagle Ridge Drive	Scrap	Serves Foxwood shopping area
g. Fir Heath Close	Scrap	Used to help lorries reversing into Foxwood shops service yard
h. Pheasant Drive	Retain	Could be relocated to Pheasant Drive/Acomb Wood Drive junction (important if Acomb Wood Drive is taken off the primary gritting rota)
i. Linnet Way	Scrap	Leaves Accent estate without a bin
j. Bradley Drive	Retain	Could be relocated to Bradley Drive/Bellhouse Way junction (important if Bellhouse Way is taken off the primary gritting rota)
k. Community Centre	Provided by CYC Housing	
l. Saddlebrook Court	Provided by Housing Association	

This petition has been signed by 40 residents

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# "No cuts to ice clearance" petition

We the undersigned request the Council to continue to include St Stephens Road in the primary gritting (de-icing) schedule.

We also call on the Council to at least maintain the present network of salt bins in the area and in particular we object to the proposed removal of the bin near currently located near the Cornlands Road shops.

Signature (s)

Address

[Redacted signature]

[Redacted address]

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Signature (s)

Address

[Redacted signature]

[Redacted address]

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Signature (s)

Address

[Redacted signature]

[Redacted address]

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Signature (s)

Address

[Redacted signature]

[Redacted address]

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**Petition submitted by Andrew Waller.**

‘Keep Westfield Safe – No Cuts to Ice Clearance’.

We the undersigned request the Council to onclude the following streets in the primary gritting(de-icing) schedule:

Danesfort Avenue

(Little) Green Lane

Hamilton Drive

Kingsway West

Moorgate

Stuart Road

**175 residents signed this petition.**

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Please, sign our petition below. It will be handed to the Council meeting on 9th October at which a decision will be made.

Evening between 5:30pm and 8:00pm

If you don't wish to be disturbed please leave the form under your letterbox cover

### "Keep Westfield safe—No cuts to ice clearance" petition

We the undersigned request the Council to include Danesfort Avenue, Stuart Road, Kingsway West (little) Green Lane, and Moorgate in the primary gritting (de-icing) schedule.

We also call on the Council to at least maintain the present number of self help salt bins in the area

Signature (s)	Address	Tel	Email
[Redacted]	[Redacted]		

Signature (s)	Address	Tel	Email
[Redacted]	[Redacted]	[Redacted]	[Redacted]

Signature (s)	Address	Tel	Email
[Redacted]	[Redacted]	[Redacted]	

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