

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

Consultation - Gritting Routes

Annex 3

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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

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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

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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

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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.

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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

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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.

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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

Consultation - Gritting Routes

Annex 3

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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

Consultation - Gritting Routes

Annex 3

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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

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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 minutes. 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
Paper 02	2) Areas not kept clear by continuous traffic movement but used by pedestrians/cyclists e.g. Andrewgate > Peasholm Green, Span Lane, Aldwark
Paper 03	No Comment
Paper 04	Cycle routes - primary ones e.g. Orbital/Sustrans
Paper 05	No Comment
Paper 06	No Comment
Paper 07	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 08	Cycle path route 66 through Tang Hall used by lots of commuter bikes.
	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.

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?

Email 06

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.</p> <p>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 & 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>