

**HERTFORDSHIRE COUNTY COUNCIL**

**CABINET  
MONDAY, 18 DECEMBER 2017 AT 2.00PM**

<u>Agenda Item</u> <u>No.</u>  <b>6</b>
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**WINTER SERVICE CRITERIA**

*Report of the Chief Executive & Director of Environment*

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Executive Member: Ralph Sangster, Highways

**1. Purpose of report**

1.1 To seek Cabinet agreement to the new Winter Service Criteria 2018/19.

**2. Background and Summary**

**Background**

2.1 In October 2016, Well Maintained Highways was revised and introduced as “Well-Managed Highway Infrastructure – A code of Practice” (WMH). This new code of practice changes what highway authorities should consider when designing their maintenance services, including winter services. The new code can either be adopted straightaway by authorities or they have until October 2018 to adopt a risk based approach.

2.2 This report outlines Hertfordshire’s revised criteria for winter service which takes account of the new code.

**2.3 Summary:**

- i. The document WMH requires more significant changes to Hertfordshire’s winter service including a review of which roads are treated.
- ii. A review of the criteria and the routes to be treated will take place and come into effect for the start of the 2018/19 winter season.

**3. Recommendations:**

3.1 The Highways Cabinet Panel considered a report on this item of business at its meeting on 16 November 2017. The Panel recommended to Cabinet *“That Cabinet agrees the winter service criteria set as out in paragraph 4 of the report for implementation in 2018/19”*.

#### 4. Proposed new criteria for Hertfordshire

4.1 The table below outlines officer's recommendations for the new winter service criteria. Precautionary (primary) salting will be carried out on Priority 1, 2(a) and 2(b) routes. Priority 3 routes will only be gritted when Post (secondary) routes are actioned.

Priority	Description	Included on Resilience Network
Priority 1	A and B Roads, Routes to Hospitals, Urgent Care Centres and Doctors surgery's (where accessible) plus designated emergency service routes. Transport interchanges and train stations both in county and on boundaries, airports near to county boundaries. All where practical and accessible.	Yes
Priority 2(a)	Scheduled bus routes with at least one service every two hours on more than one day, School bus routes using normal sized coaches and a route up to a school entrance. One road into each village of 50 houses or more, roads linking rural communities or key infrastructures and industrial areas. All where practical and accessible.	Part
Priority 2(b)	Gradients 10% and over (where recorded), promoted facilities including libraries , community centres and care homes, key pharmacies, critical utility infrastructure and off road paved designated cycle-ways. All where practical and accessible.	No
Priority 3	Other roads with steep gradients in urban and residential areas, rural roads with poor drainage. Remainder of the road network where running or standing water is a hazard. All where practical and accessible.	No

Resilience Network (Subset of Priority 1 and part of Priority 2 (a) - Gritted when required to reduce network due to government salt cell instruction.	A and B Roads, Routes to Hospitals, Urgent Care Centres and Doctors surgery's (where accessible) plus designated emergency service routes. Transport interchanges and train stations both in county and on boundaries, airports near to county boundaries. Scheduled bus routes with at least one service an hour on more than one day, One road into each village 50 houses or more, roads linking key infrastructure and industrial areas. All where practical and accessible.	Yes
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4.2 Based on reviews carried out so far it is expected that there will be a slight drop in the gritted network of approximately around 7km. However, there will be salting to additional key infrastructure as outlined in the criteria.

4.3 The new criteria will be evidence that the Council has considered and has subsequently reviewed its network in line with WMH via a risk based approach.

4.4 Optimisation, a process whereby the most efficient way of driving the gritted network is worked out to achieve the treatment time and keep costs down, will be carried out in April 2018 or before. This may bring opportunities for savings.

**5. Outline programme of other reports and activities towards the 2018/19 winter season.**

5.1 The outline programme is set out in the table below:

Date	Report / Activity
Late Summer 2017	Maps starting to be drafted with route changes
November 2017	Criteria taken to panel
December 2017	Criteria considered by Cabinet
January 2018	Information on criteria and roads to be treated shared with all Members
March 2018	Outcome presented to panel following Member comments received.
April 2018	Routes to Ringway for optimisation
September 2018	WSOP 2018/19 presented to panel for adoption with any comments on routes from Ringway
October 2018	New routes/criteria implemented

[Please note this is an outline programme only and may be subject to change].

## **6. Financial Implications**

- 6.1 The winter service budget for 2017/18 is £3.18m. The budget for 2018/19 is not yet set.
- 6.2 Taking the proposed criteria into account and based on the small review carried out so far, it is anticipated that there will be a relatively small reduction in the overall length of the gritted network. As a consequence it is not expected that the proposed criteria will have an impact on the overall winter service budget.

## **7. Equalities Impact Assessment**

- 7.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 7.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council's statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 7.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 7.4 An Equality Impact Assessment (EqIA) has been undertaken and this is attached as Appendix 1 to the report.
- 7.5 The revised code of practice WMH suggests consideration is given to the special needs of disabled people or older people, particularly where these can be effectively targeted. The proposed criteria include treatments to such facilities where this is practicable and accessible. Action to mitigate potential impacts where it is not possible to treat these facilities includes the potential extending of self-help, providing grit bins and footway salting and is set out in Section 8 of the EqIA.

*Background Information*

[Highways Cabinet Panel - 22 June 2017](#)

[Well-managed Highway infrastructure - A code of practice - See Page 114, Section B7 for Winter Service](#)