

# Report to: Environment Committee

**Report Ref:** ENV1917  
**Meeting Date:** 9<sup>th</sup> March 2020  
**Agenda Item:** 8  
**Prepared By:** Town Clerk



**Subject:** Changes to Winter Gritting Routes

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## 1.0 BACKGROUND

### 1.1 BACKGROUND

Cheshire East Council's Winter Service Policy and Adverse Weather Plan is informed by a national Code of Practice, the 'Well Managed Highway Infrastructure'. The code recommends a move from prescriptive levels of service to a risk-based approach in order to allocate resources. As a result of the new code Cheshire East Council has developed a new draft Winter Service Policy and Adverse Weather Plan. This included a network hierarchy for winter gritting based on a scoring system to assess the risk. Roads which score 100 will be included in precautionary gritting routes, roads scoring below this will not. The factors used to determine the scores are contained in Annex A, a score of 1 converts to a score of 100.

The Department for Transport has made it clear that future maintenance funding through the Local Highway Maintenance Incentive Fund will be linked to compliance with the Code. Under the banding system used to allocate the incentive funding, Band 1 councils receive no funding and Band 2 councils receive only 30%. At present Cheshire East are a Band 3 council and receive the full funding allocation of £1.751m.

The cabinet decision to change the gritting routes has been called in for further scrutiny by Cheshire East Council.

### 1.2 SOUTH KNUTSFORD RESIDENTS GROUP COMMENTS

The South Knutsford Residents Group have written to Cheshire East Council, copying in the Town Council and expressing alarm at the removal of roads. They are specifically concerned about:

- Goughs Lane which is the primary route to and from Booths Park Employment site from the south and west, highlighting the frequent speeding.
- Bexton Road, Blackhill Lane and Beggarmans Lane stating that these three roads service no fewer than three schools [Bexton Primary, Yorston Lodge 3-11 and Knutsford Academy Upper School] as well as a humped-back Victorian railway bridge with an exceptionally narrow carriageway and similarly constrained footpath.

## 2.0 KNUTSFORD WINTER GRITTING ROUTES

According to one set of documents published online, the following roads have been removed from the winter gritting route:

Road	Score
Bexton Road (South of Stanley Road)	0
Blackhill Lane	35
Gaskell Avenue	0
Goughs Lane	25
Higher Downs	0
Manor Park South	75

In addition to major roads (A roads and B roads) the following have been retained in the winter gritting route:

Road	Score
Beech Drive	100
Bexton Road (North of Stanley Road)	300
Boothfields	100
Cranford Avenue	100
Haig Road	100
Higher Downs	100
Lilac Avenue	25 (connection of treatment lengths)
Longridge	150
Manor Park North	125
Parkgate Lane	100
Shaw Drive	100
Thorneyholme Drive	100
Westfield Drive	100

The following routes have been added to the winter gritting route:

Road	Score
Bexton Lane	100
Thorneyholme Drive	100
Higher Downs	100
Boothfields	100

Cheshire East Council has also published a map (attached) showing changes to the routes which suggest that Beggarmans Lane remains on the route, and that Garden Road has been added to the routes but these are not included in the scoring data published online. Clarity has been sought from Cheshire East Council.

## 3.0 DECISIONS REQUIRED

The committee should review the changes to winter gritting routes and consider making representations to Cheshire East Council on the proposed changes.

The committee may also wish to make representations through Esther McVey MP to the Department of Transport concerning the implication of their policy to direct highway authorities to comply strictly with the code or risk reduced funding.

## **ANNEX A: SCORING SYSTEM**

The criteria for the risk assessment process is divided into the following categories:

### **Council**

This considers if a road length joins a section of carriageway which is treated by an adjacent authority; if this is the case a factor of 0.5 is recorded.

### **Public Transport**

This considers if there is public transport infrastructure or routes on a road length and from a safety view point considers the likes of automatic and manned level crossings and from a connectivity view point the national cycle network, bus routes and railway stations. Bus routes have been categorised according to usage, and in consultation with Transport Service Solutions (TSS). The scoring factors range from 0.25 – 1.00 depending on the infrastructure in the area.

### **Business Parks**

This considers the locations of the business parks identified on the Cheshire East website. Further details can be found via the below link: [Employment Sites](#)

Sites identified on the website have a scoring factor of 1. Treatment will be provided to the main access roads into the business parks; however this is only where treatment is practicable.

### **Education**

This considers the location of educational establishments with scoring factors ranging from between 0.25 and 1 depending on the reliance on vehicles for access.

### **Topological**

This considers the altitude of a road, if it is exposed, if there is a flooding issues and if a road falls towards a major road at a gradient which is equal to or greater than 1 in 10. Factors range from 0.25 to 1.

### **Climate**

This considers the presence of known climatic issues, factors range from 0.1 to 0.25

### **Emergency**

This considers the presence of emergency services and large health care centres etc, factors range from 0.1 and 1.

### Establishment

This considers the presence of care homes, crematoriums, public cemeteries and centres of communities (ie a village centre ) factors range from 0.1 to 1.

### Community

This considers access to a hamlet and villages and a factor of 0.5 can be achieved.

### Infrastructure

This considers the presence of supermarkets, retail centres, refuse centres and utility infrastructure. Factors range from 0.1 to 1.0.

Council	Factor	PublicTransport	Factor	Industrial	Factor	Education	Factor
Cheshire West & Chester	0.50	Main Bus station	1.00	Business Park (Cat 1)	1.00	College	1.00
Derbyshire CC	0.50	Railway station (Main InterCity)	1.00	Distribution Hub	1.00	University	1.00
High Peak Council	0.50	Railway station (Urban Commuter)	0.75			Primary School (Rural)	0.50
Manchester CC	0.50	Railway station (Rural)	0.50			Primary School (Urban)	0.25
Newcastle under Lyme BC	0.50	Railway station (Request Stop)	0.25			Secondary School	1.00
Shropshire CC	0.50	Bus Depot	1.00			Special School	1.00
Staffordshire CC	0.50	Scheduled Bus Route CAT 1	1.00				
Staffordshire Moorlands	0.50	Scheduled Bus X Boundary	1.00				
Stockport MBC	0.50	National Cycle Network	0.50				
Stoke on Trent CC	0.50	Level Crossing (Auto)	0.75				
Trafford MBC	0.50	Level Crossing (Man)	0.25				
Warrington BC	0.50						

Topological	Factor	Climate	Factor	Emergency	Factor
Altitude above 200m	0.25	Bridge deck	0.10	Ambulance	1.00
Altitude above 300m	0.90	Shaded/Cold spot	0.25	Doctors surgery	0.10
Exposed area	0.10	Run Off	0.25	Fire Station	1.00
Flooding Hotspots	0.25	Tunnel	0.10	Hospital	1.00
Gradient 1:10 (Cat 1)	1.00			Police Station	1.00
Gradient 1:10 (Cat 2)	0.75			Primary Care Centre	1.00
Gradient 1:10 (Cat 3)	0.50				
Gradient 1:10 (Cat 4)	0.25				

Establishment	Factor	Community	Factor	Infrastructure	Factor
Care Home (large)	0.50	Access to Hamlet or Village	0.50	Major Supermarket	0.50
Care Home (Medium)	0.25			Recycling Centre	0.25
Care Home (Small)	0.10			Recycling Domestic	0.10
Centre of Community	0.10			Refuse Landfill	1.00
Crematorium	1.00			Retail Park	0.25
Public Cemetery	0.50			Sewerage/Water Plant	0.25
				Alt Route for Low Bridge	1.00