

CYNGOR SIR CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 03 September 2024

Title: Winter Service Provision

Purpose of the report: To agree the revised pre-treatment network resulting from the review of the Pre-treatment Assessment Matrix given approval by the Thriving Communities Overview and Scrutiny Committee on 11 July 2024

For: Decision

Cabinet Portfolio and Cabinet Member:

Councillor Keith Henson, Cabinet Member for Highways and Environmental Services and Carbon Management

Introduction

On 4 September 2018 (C70) Cabinet agreed to the recommendation to approve an increase in the winter maintenance service budget setting to facilitate the pre-treatment of all routes scoring +2 or above equating to an overall length of the county road network to be pre-treated of 463.1km.

It was agreed at the Thriving Communities Overview and Scrutiny Committee held at the Council Chamber, Neuadd Cyngor Ceredigion, Penmorfa, Aberaeron and remotely on Monday, 31 July 2023 that officers undertake a comprehensive review of the Winter Service in readiness for the 2024/25 Winter Season.

Information on the papers presented is provided at [Thriving Communities - Winter Service Paper 11.07.24](#) and a summary provided below:

Cost Savings/Budget Pressures:

The Winter Service budget in 2023/24 was £232,000.

On 29/02/24, Ceredigion County Council set its budget for 2024-2025, which included amongst the proposals a budget reduction of £25k in relation to the Winter Service provision, and therefore for 2024-25 this budget has been reduced by £25,000 to £207,000, a reduction of 11%.

Budget /Cost Savings Proposals:

In order to mitigate, as far as is reasonably possible, those additional cost pressures imposed by budget cuts and inflationary pressures the Service proposed the following measures be considered.

1. Review winter service forecasting domains. There are currently three domains, it is recommended to increase these domains to four. The introduction of a coastal domain will result in fewer actions/runs occurring along the routes within this domain due to the warming effect of the sea. The savings would be in a reduction of driving time, salt usage and diesel to include less wear and tear on plant. No

recommendation approval is required. This is deemed to be an operational decision made in accordance with the Winter Service Policy.

2. Removal of Route 5 North (R5N). This route is currently pre-treated using a small vehicle, and the review has determined that the neighbouring Route 2 North (R2N) full size gritter has the capacity to undertake the pre-treatment of both routes. The C1001 (Primrose Hill Junction with A44 at Llanbadarn Fawr to Capel Dewi Junction with A4159 connecting to the C1004 Waun Fawr and the C1007 Comins Coch) has therefore been assessed as two routes. C1001A (A44 to junction with C1007) and C1001C (junction with C1007 and junction with A4159). No recommendation approval is required as this is deemed to be an operational decision made in accordance with the Winter Service Policy for the removal of the C1001C from the pre-treated precautionary route network due to its assessment scoring of -7 which falls below the threshold score of +1.
3. Reduce threshold for undertaking pretreatment of the precautionary routes from +1.0°C to +0.5°C. Ceredigion, and many other authorities currently use a forecast temperature of +1.0°C and below to determine whether to pre-treat the precautionary treatment network. No recommendation/approval is required, this is deemed to be an operational decision, being, that for a marginal forecast between +0.5°C and +1.0°C with High forecaster confidence, that no action is taken to pretreat the precautionary route network.

The Thriving Communities Overview and Scrutiny Committee at its meeting in 11 July 2024, agreed to recommend to Cabinet to approve the new Assessment Matrix which had been revised in order to align with the approved new Code of Practice for Highway Safety Inspection and Defect Rectification Policy which provided the Council with an enhanced and robust level of compliance with regards its duty under Section 41(1) of the Highways Act (1980), with a new threshold score to determine the length of pretreated network set at +1 following review.

Wellbeing of Future Generations:

Has an Integrated Impact Assessment been completed? If, not, please state why.

No. The Council is proposing minimal changes to its pre-treatment network.

Summary of Integrated Impact Assessment:

Long term:	N/A
Collaboration:	N/A
Involvement:	N/A
Prevention:	N/A
Integration:	N/A

Recommendation(s):

To approve the new assessment matrix (Appendix B).

Reasons for decision:

To ensure that the Authority continues to meet its requirements in relation to the length of pre-treated winter maintenance routes following the inclusion of an altitude criteria.

Overview and Scrutiny:

Assessment Matrix agreed by Thriving Communities Overview and Scrutiny Committee on 11 July 2024

Policy Framework:

Medium Term Financial Strategy

Winter Service Plan

Corporate Well-being Objectives:

- Boosting the economy, supporting businesses and enabling employment
- Creating sustainable, green and well-connected communities

Finance and Procurement implications:

To realise the £25k savings identified as part of the 24/25 Budget Setting process.

Legal Implications:

Highways Act 1980

Staffing implications:

None

Property / asset implications:

None

Risk(s):

Statutory Powers:

Highways Act 1980

Background Papers:

Report to the Thriving Communities Overview and Scrutiny Committee 11.07.24-
[Thriving Communities - Winter Service Paper 11.07.24](#)

Appendices:

APPENDIX A - Code of Practice for Highway safety Inspections

1. Code document: [Code of Practice for Highway Safety Inspection 2021 updated.pdf](#)
2. Thriving Communities Overview and Scrutiny Committee 15.07.21:
[Report for DESH Scrutiny – 15th July 2021](#)
Summary paper- [Summary Paper CoP 2021.pdf \(ceredigion.gov.uk\)](#)
Minutes: <https://council.ceredigion.gov.uk/documents/g202/Printed>
3. Cabinet approval minutes 07.09.21:
<https://council.ceredigion.gov.uk/documents/g171/Printed>

APPENDIX B - 2024 Assessment Matrix Comparison

APPENDIX C - Assessment Scoring 2024

APPENDIX D - Forecast Domains

APPENDIX E - Map

APPENDIX F - Route Assessment

Corporate Lead Officer:

Rhodri Llwyd, Corporate Lead Officer: Highways and Environmental Services

Reporting Officer:

Phil Jones, Corporate Manager: Highways Services

Date:

05 August 2024

APPENDIX B - 2024 ASSESSMENT MATRIX COMPARISON

ROUTE ASSESSMENT 2024 Route A123				
Item no.	Characteristic	Requirements	Score	Route A123
1	Impact on the Network	CoP Hierarchy		
1.1	Traffic Volume Flows	CH1	10,000 - 20,000	2
		CH2	5,000 - 10,000	1
		CH3	1,000 - 5,000	0
		CH4	200 - 1,000	-1
		CH5	< 200	-2
1.2	Transport Links, service buses, popular HGV route, eg milk tankers	regular bus service or HGV route		2
		Main access to Bus Depot		2
		Infrequent local bus service or HGV rt		1
		taxi links, occasional HGV route		0
		no service rare HGV		-2
1.3	Link to other County	where treated by neighbour county		2
		others		0
2	Impact on the Community			
2.1	Size of settlement	>500 properties		2
		250 - 500 properties		1
		50 - 250 properties		0
		<50 properties		-2
2.2	Proximity of emergency facility	adjacent to or main access		2
		other		0
2.3	Severance of settlement from main network	single access to settlement		2
		where alternative exists		0
2.4	Maintain continuity	existing routes		2
		others		0
2.5	Adjacent to school on an incline without footway provision	complies with criteria		2
		does not comply with criteria		0
3	Economic Factor			
3.1	Access to major employment centre (Industrial Estate, Hospital, School, Offices etc)	single or main access, >50 employees		2
		single or main access, 25 - 50 employees		1
		alternative access		0
		no employment centre		-2
3.2	Access to centre of distribution or retail	single or main access to		2
		alternative access		0
		no centre of dist. or retail		-2
4	Impact on Safety			
4.1	Risk Assessment 3 x 2 matrix	score of 6		2
		score of 5		1
		score of 4		0
		score of 3		-1
4.2	Accident records	assess accident data		2
		no accidents		0
4.3	Topographical Factor (Altitude above sea level)			
	High Mountainous Routes	>=300m		2
	Highland routes	>=200m and <300m		1
	Medium high routes	>=100m and <200m		0
	Valley inland routes	>=50m and <100m		-1
	Lowland routes	<50m		-2
5	NMWTRA alternative routes			
5.1		route forms part of NMWTRA alternative route		2
		route does not form part of NMWTRA alternative route		0
				0

ROUTE ASSESSMENT 2023- Route A123				
Item no.	Characteristic	Requirements	Score	Route A123
1	Impact on the Network			
1.1	Strategic Impact	strategic routes		2
		other B roads		1
		C class roads		0
		Unclassified		-1
		Boats etc		-2
1.2	Transport Links, service buses, popular HGV route, eg milk tankers	regular bus service or HGV route		2
		Main access to Bus Depot		2
		Infrequent local bus service or HGV rt		1
		taxi links, occasional HGV route		0
		no service rare HGV		-2
1.3	Traffic Flows	> 1000 vehicles/ day		2
		800 - 1000		1
		400 - 800		0
		<400		-2
1.4	Link to other County	where treated by neighbour county		2
		others		0
2	Impact on the Community			
2.1	Size of settlement	>500 properties		2
		250 - 500 properties		1
		50 - 250 properties		0
		<50 properties		-2
2.2	Proximity of emergency facility	adjacent to or main access		2
		other		0
2.3	Severance of settlement from main network	single access to settlement		2
		where alternative exists		0
2.4	Maintain continuity	existing routes		2
		others		0
2.5	Adjacent to school on an incline without footway provision	complies with criteria		2
		does not comply with criteria		0
3	Economic Factor			
3.1	Access to major employment centre (Industrial Estate, Hospital, School, Offices etc)	single or main access, >50 employees		2
		single or main access, 25 - 50 employees		1
		alternative access		0
		no employment centre		-2
3.2	Access to centre of distribution or retail	single or main access to		2
		alternative access		0
		no centre of dist. or retail		-2
4	Impact on Safety			
4.1	Risk Assessment 3 x 2 matrix	score of 6		2
		score of 5		1
		score of 4		0
		score of 3		-1
4.2	Accident records	assess accident data		2
		no accidents		0
4.3	Topographical Factor (Altitude above sea level)			
	High Mountainous Routes	>=300m		2
	Highland routes	>=200m and <300m		1
	Medium high routes	>=100m and <200m		0
	Valley inland routes	>=50m and <100m		-1
	Lowland routes	<50m		-2
5	NMWTRA alternative routes			
5.1		route forms part of NMWTRA alternative route		2
		route does not form part of NMWTRA alternative route		0
				0

APPENDIX C – ASSESSMENT SCORING 2024

Assessment Scoring 2024 with continuity Traffic Counts				
				1
Road No.	Description	Length km	Assessment score	cumulative distance (km)
A486A	Llandysul By-Pass to Synod Inn	17.3	17	
	total length	17.3		17.3
Road No.	Description	Length km	Assessment score	
A475B	Horeb Jct to Lampeter, Harford Square	20.6	16	
A482	Aberaeron - Cwmanne Square	22.4	16	
A484	Cardigan - Cenarth	14.4	16	
	total length	57.4		74.7
Road No.	Description	Length km	Assessment score	
A485A	Llanfarian - Tregaron	24.4	15	
	total length	24.4		99.1
Road No.	Description	Length km	Assessment score	
A475A	Adpar at roundabout on bridge - Horeb Jct	9.7	14	
A485B	Lampeter - Tregaron	19.5	14	
B4333A	Adpar - Tanygroes	9.9	14	
A4120B	Southgate Roundabout to Morrison's Roundabout	0.59	14	
	total length	39.7		138.8
Road No.	Description	Length km	Assessment score	
A4120A	A44(T) Llanbadarn roundabout - Morrison's Roundabout	0.8	13	
	total length	0.8		139.6
Road No.	Description	Length km	Assessment score	
A486B	Synod Inn to New Quay Jct with Hill street	6.9	12	
	total length	6.9		146.5
Road No.	Description	Length km	Assessment score	
B4546	Pentwd Roundabout - Cardigan Bridge	0.5	11	
CLASS 3	Morrison's Roundabout - Mill St (Boulevard St Bric)	1.61	11	
	total length	2.1		148.6

Assessment Scoring 2024 with continuity Traffic Counts				2
Road No.	Description	Length km	Assessment score	cumulative distance (km)
B4337A	Market Square Llanybydder - Llanwnen	6.6	10	
C111	Cardigan Streets	1.6	10	
B4576	Abermad - Llangwyrfon- Bethania	15.7	10	
	total length	23.9		172.5
Road No.	Description	Length km	Assessment score	
A4159	Bow Street - Lovesgrove	3.49	9	
B4571	Adpar - Ffostrasol	10.1	9	
B4343A	Cwmanne - Llanddewi Brefi- Tregaron	17.2	9	
	total length	30.8		203.3
Road No.	Description	Length km	Assessment score	
B4333B	Tanygroes - Blaenannerch	6.7	8	
A4120C	A487(T) Jct Southgate to Ponterwyd	22.27	8	
B4343B	Tregaron - Ponrhydfendigaid	9	8	
	total length	38.0		241.3
Road No.	Description	Length km	Assessment score	
B4577A	Aberarth - Cross Inn - Bethania	12.6	7	
UT 6	Llyn y fran Road Jct B4624 to Jct B4624	1.9	7	
U/C	Junction A475 - Peterwell Terrace Lampeter	0.35	7	
A478	Glanpwllafon county Boundary to Ridgeway Roundabout	1.65	7	
	total length	16.5		257.8
Road No.	Description	Length km	Assessment score	
B4343C	Ponrhydfendigaid - Devil's Bridge	14	6	
B4337C	Temple Bar - Llanrhystud	18.1	6	
B4574A	Devil's Bridge - Jct B4574B/C1118 Cwm Ystwyth - turning point	7.6	6	
B4577B	Bethania - Tyncelyn	7.8	6	
C1010B	Gogerddan Xrds(A4159) - Penrhyncoch PO	1.78	6	
C1/C2	Hill St & Park St New Quay	0.3	6	
C1004	Penglais - Waunfawr - Lluest Jct	1.19	6	
B4624A	County boudnary (old bridge) to Groesfordd Roundabout.	2.75	6	
	total length	53.5		311.3

Assessment Scoring 2024 with continuity Traffic Counts				3
Road No.	Description	Length km	Assessment score	cumilative distance (km)
B4338D	Talgarreg - Synod Inn	4.4	5	
B4337B	Llanwnnen - Temple Bar	8.5	5	
C1001A	Jct C1007 Commins Coch - Llanbadarn	1.6	5	
B4624B	New Road, Llandysul	0.6	5	
B4342C	New quay - Llanarth	4.8	5	
U/C	Panteg Road Aberaeron	0.7	5	
C1028	Glanyrafon - Factory Bridge	0.84	5	
B4321	Llangrannog - Pentregat	6.5	5	
B4338B	Drefach - Cwrtnewydd	2.66	5	
B4340	Southgate - Pontrhydfendigaid	21.6	5	
	total length	52.2		363.5
Road No.	Description	Length km	Assessment score	
B4334A	Henllan - Aberbanc	2.1	4	
B4459A	Llanfihangel - Rhydowen	6.61	4	
C1016	Penrhynoch PO - Jct C1013/Pengar turn around	1.58	4	
ZU3423	Station Road leading to Pentood Industrial/Retail Estatae	0.26	4	
	total length	10.6		374.0
Road No.	Description	Length km	Assessment score	
B4353	Bow Street - Borth - Treddol	13.6	3	
B4572A	Llangorwen x-roads - penglais hill	2.5	3	
B4459B	Rhydowen - Talgarreg	6.85	3	
B4342A	Talsarn - Llangeitho - Trecefel	14.30	3	
UC	Alban Square	0.32	3	
C1007	Jct C1001 via Commins - Dorglwyd	0.98	3	
B4334C	Penrhiwpal - Brynhoffnant	6.85	3	
	total length	45.4		419.4
Road No.	Description	Length km	Assessment score	
B4548	Cardigan - Gwbert	4.5	2	
B4546	Ty- Johnny - Cardigan	0.95	2	
B4346	Pier St., Marine Terrace, North Rd.	1.28	2	
B4342D	Llanarth - Ystrad Aeron	15.3	2	
	Rhodfa'r Felin Cardigan	0.87	2	
B4338C	Cwrtnewydd - Talgarreg	9.2	2	
	total length	32.1		451.5

Assessment Scoring 2024 with continuity Traffic Counts

4

Closest to existing 2018 pre-treatment route

Road No.	Description	Length km	Assessment score	cumulative distance (km)
UC	Market St.	0.16	1	
C1003	Gwndwngwyn - Radar Bend	1.2	1	
B4343D	Tynffordd - Dyffryn Castell (splash)	2.9	1	
C1024	Radar Bend - Trem Y Bae	2.3	1	
	total length	6.6		458.1

Road No.	Description	Length km	Assessment score	cumulative distance (km)
B4570	Manarafon - Cwm Cou	13.7	-1	
	total length	13.7		471.8

Road No.	Description	Length km	Assessment score	cumulative distance (km)
B4334B	Aberbanc - Penrhiwpal	5	-2	
	total length	5.0		476.8

Road No.	Description	Length km	Assessment score	cumulative distance (km)
B4342B	Felinfach - Hendrelas	1.48	-3	
B4338A	Highmead - Drefach	3.1	-3	
UC	Caradog Road	0.40	-3	
C1047	Cilcennin	4	-3	
C1008	Llangeitho - B4578 jct Llwyncolfa	4.31	-3	
	total length	13.3		490.1

Road No.	Description	Length km	Assessment score	cumulative distance (km)
B4339	Ciliau Aeron PO - Hall	0.30	-4	
C1069	Bwlchgyroes - Brynhelyg	2	-4	
C1064	Llanafan	2.4	-4	
	total length	4.7		494.8

Assessment Scoring 2024 with continuity Traffic Counts **5**

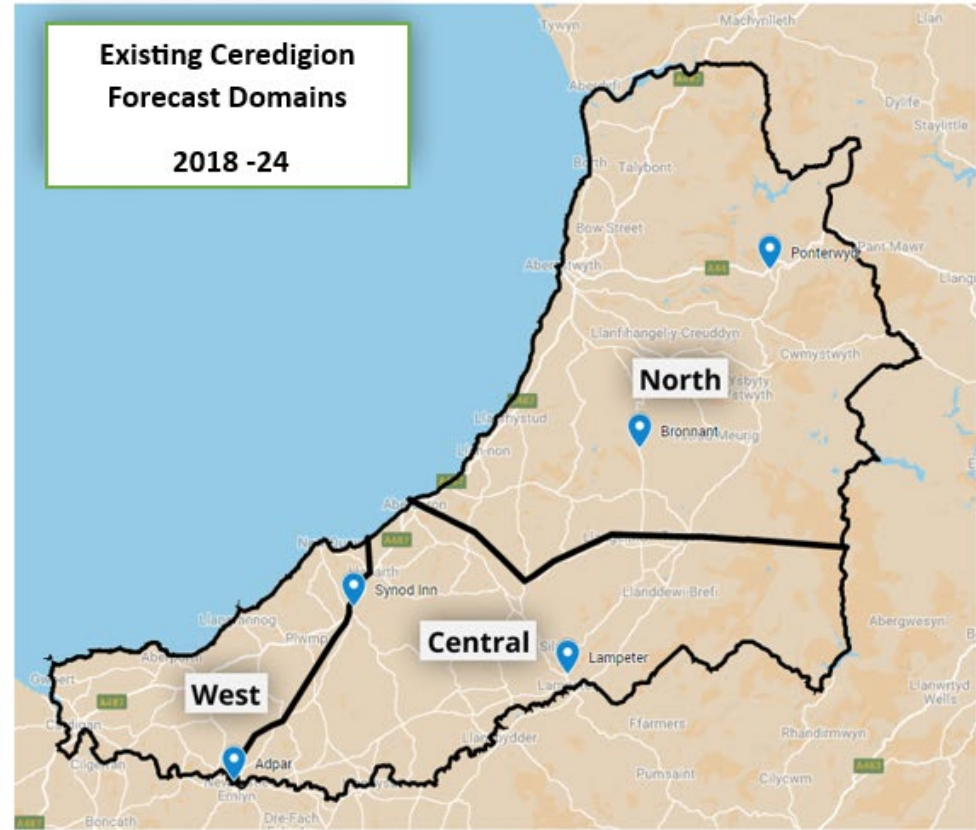
Road No.	Description	Length km	Assessment score	cumulative distance (km)
C1009	Aberporth - Tresaith	4.1	-5	
B4574B	Cwm Ystwyth - Pontrhydygroes	3.7	-5	
C1066	Brongest	5	-5	
C1152	Trefenter	2.5	-5	
B4339	Ciliau Aeron Hall - Dihewyd	3.75	-5	
C1003	Gwbert - Radar Bend	3	-5	
C1048	Caerwedros / Llwyndafydd	4.5	-5	
C1331	Church Road, Llanbadarn	0.25	-5	
	total length	26.8		521.6

Road No.	Description	Length km	Assessment score	
B4575	Llanilar - Trawscoed	5.2	-6	
B4572	Ty Du - Borth	1.79	-6	
C1022	Pontrhydygroes Brdg - Abermagwr / new row	8.8	-6	
C1049A	Black lion - Llangorwen	2.19	-6	
C1010C	Penrhyncoch - Pen y Cwm	1.58	-6	
C1002	Blaenpennal/Bontnewydd	4	-6	
C1025	Capel Bangor Church - Rheidol Pwr St	6.62	-6	
	total length	30.2		551.8

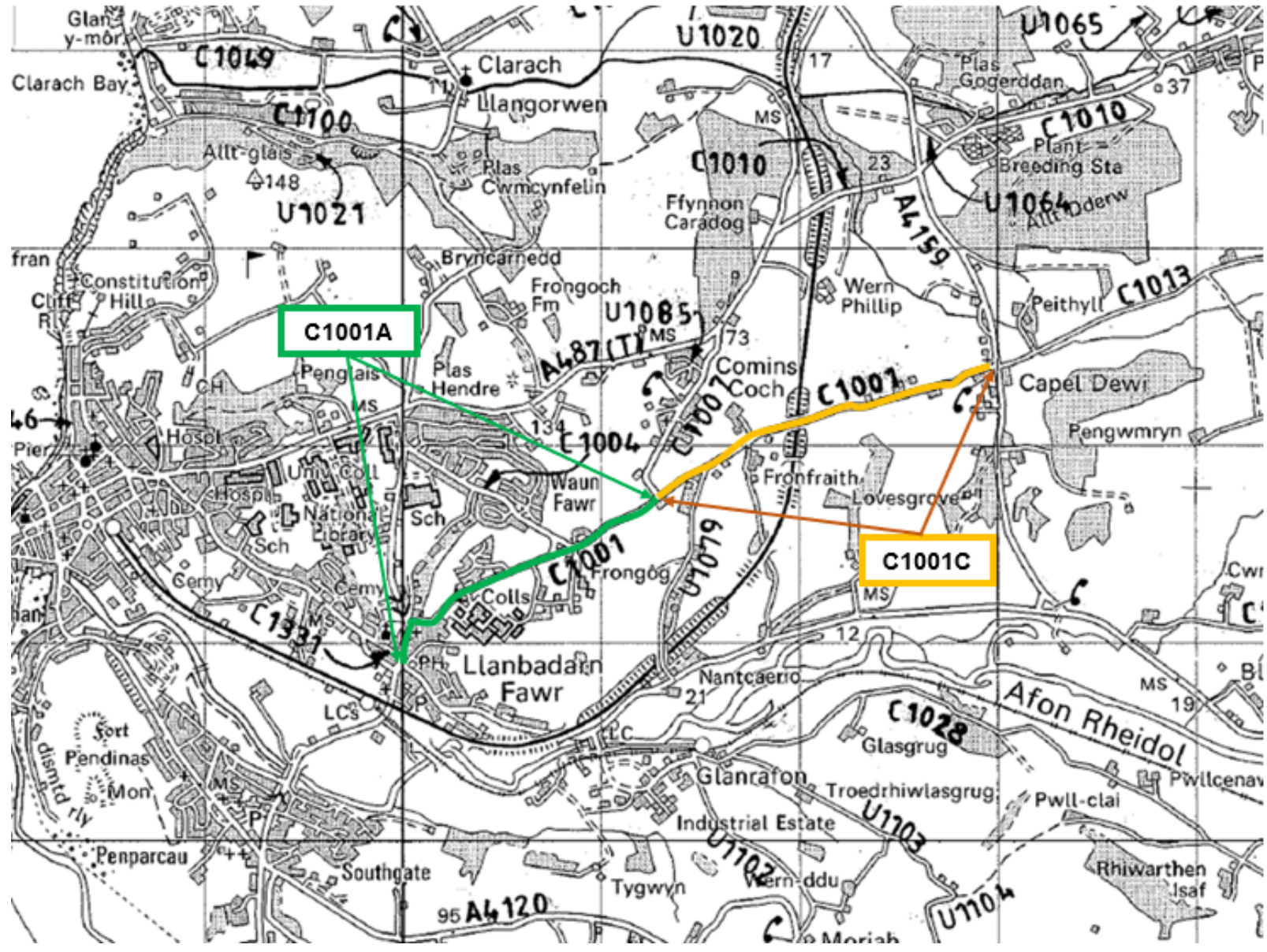
Road No.	Description	Length km	Assessment score	
C1282	Rhiw goch, Aberaeron	1.6	-7	
B4576	Penuwch - Bwlchyllan - Hafod Xrds	5.8	-7	
C1033	Cwrtnewydd - Alltybig (Cwmsychbant)	2.7	-7	
C1026	Llanddewi to Pont Llanio	1.5	-7	
C1005	Swyddffynnon Road	7.5	-7	
C1013	Garth jct - Loop to Capel Dewi Jct	11.2	-7	
C1128	Bwlch Llan - Cipyll	1.97	-7	
C1039	Pentrellwyn, Llandysul	2	-7	
C1001C	Jct C1007 Commins Coch - Capel Dewi	1.9	-7	
	total length	36.2		587.9

Road No.	Description	Length km	Assessment score	
B4578	Tyncelyn - Llanio	6.70	-8	
C1076	Hendre Quarry Road ystradmeurig to Ysbytu Ystwyth	7	-8	
C1115	Pontrhydygroes to Llanafan	7	-8	
	total length	20.7		608.6

APPENDIX D – FORECAST DOMAINS



APPENDIX E – MAP



ROUTE ASSESSMENT 2024 Route C1001C					
Item no.	Characteristic	Requirements		Score	Route C1001C
1	Impact on the Network	CoP Hierarchy	Traffic Band		
1.1	Traffic Volume Flows	CH1	10,000 - 20,000	2	
		CH2	5,000 - 10,000	1	
		CH3	1,000 - 5,000	0	
		CH4	200 - 1,000	-1	-1
		CH5	< 200	-2	
1.2	Transport Links, service buses, popular HGV route, eg milk tankers	regular bus service or HGV route		2	
		Main access to Bus Depot		2	
		Infrequent local bus service or HGV rt		1	
		taxi links, occasional HGV route		0	
		no service rare HGV		-2	-2
1.3	Link to other County	where treated by neighbour county		2	
		others		0	
2	Impact on the Community				
2.1	Size of settlement	>500 properties		2	
		250 - 500 properties		1	
		50 - 250 properties		0	
		<50 properties		-2	-2
2.2	Proximity of emergency facility	adjacent to or main access		2	
		other		0	0
2.3	Severance of settlement from main network	single access to settlement		2	2
		where alternative exists		0	
2.4	Maintain continuity	existing routes		2	2
		others		0	
2.5	Adjacent to school on an incline without footway provision	complies with criteria		2	
		does not comply with criteria		0	0
3	Economic Factor				
3.1	Access to major employment centre (Industrial Estate, Hospital, School, Offices etc)	single or main access, >50 employees		2	
		single or main access, 25 - 50 employees		1	
		alternative access		0	
		no employments centre		-2	-2
3.2	Access to centre of distribution or retail	single or main access to		2	
		alternative access		0	
		no centre of dist. or retail		-2	-2
4	Impact on Safety				
4.1	Risk Assessment 3 x 2 matrix	score of 6		2	
		score of 5		1	
		score of 4		0	
		score of 3		-1	-1
		score of 2		-2	
4.2	Accident records	assess accident data		2	
		no accidents		0	0
4.3	Topographical Factor (Altitude above sea level)				
	High Mountainous Routes	>=300m		2	
	Highland routes	>=200m and <300m		1	
	Medium high routes	>=100m and <200m		0	
	Valley inland routes	>=50m and <100m		-1	-1
	Lowland routes	<50m		-2	
5	NMWTRA alternative routes				
5.1		route forms part of NMWTRA alternative route		2	
		route does not form part of NMWTRA alternative route		0	0
					-7

ROUTE ASSESSMENT 2024 Route C1001A					
Item no.	Characteristic	Requirements		Score	Route C1001A
1	Impact on the Network	CoP Hierarchy	Traffic Band		
1.1	Traffic Volume Flows	CH1	10,000 - 20,000	2	
		CH2	5,000 - 10,000	1	
		CH3	1,000 - 5,000	0	0
		CH4	200 - 1,000	-1	
		CH5	< 200	-2	
1.2	Transport Links, service buses, popular HGV route, eg milk tankers	regular bus service or HGV route		2	2
		Main access to Bus Depot		2	
		Infrequent local bus service or HGV rt		1	
		taxi links, occasional HGV route		0	
		no service rare HGV		-2	
1.3	Link to other County	where treated by neighbour county		2	
		others		0	0
2	Impact on the Community				
2.1	Size of settlement	>500 properties		2	
		250 - 500 properties		1	
		50 - 250 properties		0	0
		<50 properties		-2	
2.2	Proximity of emergency facility	adjacent to or main access		2	
		other		0	0
2.3	Severance of settlement from main network	single access to settlement		2	2
		where alternative exists		0	
2.4	Maintain continuity	existing routes		2	2
		others		0	
2.5	Adjacent to school on an incline without footway provision	complies with criteria		2	
		does not comply with criteria		0	0
3	Economic Factor				
3.1	Access to major employment centre (Industrial Estate, Hospital, School, Offices etc)	single or main access, >50 employees		2	2
		single or main access, 25 - 50 employees		1	
		alternative access		0	
		no employments centre		-2	
3.2	Access to centre of distribution or retail	single or main access to		2	
		alternative access		0	
		no centre of dist. or retail		-2	-2
4	Impact on Safety				
4.1	Risk Assessment 3 x 2 matrix	score of 6		2	
		score of 5		1	1
		score of 4		0	
		score of 3		-1	
		score of 2		-2	
4.2	Accident records	assess accident data		2	
		no accidents		0	0
4.3	Topographical Factor (Altitude above sea level)				
	High Mountainous Routes	>=300m		2	
	Highland routes	>=200m and <300m		1	
	Medium high routes	>=100m and <200m		0	
	Valley inland routes	>=50m and <100m		-1	-1
	Lowland routes	<50m		-2	
5	NMWTRA alternative routes				
5.1		route forms part of NMWTRA alternative route		2	
		route does not form part of NMWTRA alternative route		0	0
					6

CYNGOR SIR CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 3 September 2024

Title: Winter Service Provision

Purpose of the report: To provide feedback from the Thriving Communities Overview and Scrutiny Committee held on 11 July 2024

Background:

Consideration was given to the Report upon the Winter Service Provision in order to provide a comprehensive review of the Winter Service to Members of the Committee. A PowerPoint presentation was delivered.

Recommendation(s):

It was AGREED to recommend to Cabinet to approve the new Assessment Matrix which had been revised in order to align with the approved new Code of Practice for Highway Safety Inspection and Defect Rectification Policy which provided the Council with an enhanced and robust level of compliance with regards its duty under Section 41(1) of the Highways Act (1980).

New threshold score to determine length of pretreated network set at +1 following review.

Councillor Marc Davies
Chairman of the Thriving Communities Overview and Scrutiny Committee