

Cabinet Highways Committee

Friday 29 August 2014 at 10.00 am

**To be held at the Town Hall, Pinstone
Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillors Leigh Bramall (Chair), Isobel Bowler, Harry Harpham and Ben Curran

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**CABINET HIGHWAYS COMMITTEE AGENDA
29 AUGUST 2014**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 10)
To approve the minutes of the meetings of the Committee held on 18 June 2013 and 4 June 2014
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Streets Ahead - Changes to the Winter Maintenance Service** (Pages 11 - 136)
Report of the Executive Director, Place

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Interim Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Cabinet Highways Committee

Meeting held 18 June 2013

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham and Bryan Lodge

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1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Isobel Bowler.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETINGS

4.1 The minutes of the meetings of the Committee held on 14 March and 15 May 2013 were approved as correct records.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Petition in respect of Blackbrook Road Speed Restrictions

Vonny Watts submitted a petition, containing 12 signatures, requesting speed bumps and a 20mph zone on Blackbrook Road to protect the safety of pedestrians and other motorists.

RESOLVED: That the report be referred to the Cabinet Member for Business, Skills and Development for consideration.

6. ITEMS CALLED IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE

6.1. There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

7. PETITIONS

7.1 New Petitions

There were no new petitions to report.

7.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being investigated.

8. OBJECTIONS TO THE PROPOSED CHANGE IN HOURS OF OPERATION OF THE EXISTING AT ANY TIME WEIGHT RESTRICTION ON BOCKING LANE TO NIGHT TIME ONLY

- 9.1 The Executive Director, Place submitted a report outlining and considering the objections received to the proposed change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only and seeking approval for the recommendations.
- 9.2 John Bann, Head of Transport, Traffic and Parking Services, reported that he had received late representations from Councillor Ian Auckland who commented that he supported the recommendations as a compromise. Councillor Auckland urged further work be undertaken with partners to reduce the impact of Heavy Goods Vehicles (HGVs) and supported the introduction of a Speed Indication Device (SID) on Bocking Lane. Two further late representations were received from residents of Bocking Lane requesting that the Committee reject the proposals.
- 9.3 Margaret Chisholm, resident of Abbey Lane, made representations in support of the proposals. She stated that no resident of Abbey Lane or Bocking Lane wanted HGV's on the roads. However, they were not going to disappear so a compromise needed to be reached. Splitting the loads between both roads as a result of the proposals was the fairest solution for all.
- 9.4 Sally Evans, a resident of Abbey Lane also commented that she supported the proposals. She believed it to be a fairer solution to the one currently in place as currently all the HGV's went down Abbey Lane and this would be shared if the proposals were agreed. She further commented that the Council should prioritise work to reduce HGV's on the two roads.
- 9.5 Duncan Batty attended the meeting to make representations on behalf of residents of Bocking Lane and Greenhill Avenue. He questioned the figures in the report in relation to the number of lorries. There was also no factual evidence to say that lorries were using other local roads as a result of the ban.
- 9.6 Residents were objecting to the proposals for safety reasons and for the impact on the health of residents and other users. The sound impact was also a major issue. Should the recommendations be approved this would involve unnecessary spending on a project that was not needed. HGV's were not using Bocking Lane as a rat run but as a necessity.
- 9.7 Mr Batty further commented that Members of the Committee needed to visit the area to see for themselves that the road was too narrow for HGV's to use without causing a safety impact. The entry to the junction of Bocking Lane and Greenhill Avenue was dangerous and would be increased with the use of HGV's. The health of residents was also a concern with the potential for increased levels of pollution in the area. Residents were also concerned with the speed of the lorries and the

sharp descent on Bocking Lane was much more dangerous than the flat road of Abbey Lane. In conclusion, Mr Batty stated that residents believed the current solution was the best solution for the wider area.

- 9.8 John Barber, a resident of Bocking Lane, added that he supported the objections made to the proposals due to the unsuitability of Bocking Lane to accommodate HGV's. Previous Cabinet Highway reports on the issue had supported this view so he questioned why the current report said it was suitable as the characteristics of the road hadn't changed.
- 9.9 Mr Barber further stated that anyone using the central reservation would be placed in danger by HGV's using the road and it was an accident waiting to happen. He did not believe the accident data was reliable as there had been a number of other incidents which did not get recorded. The Committee should have a duty of care to local residents and a health and safety assessment.
- 9.10 John Bann responded that, although officers were mindful of potential for accidents, resources meant that that had to base decisions on where accidents did actually happen. The original decision had been taken on the recommendation of the South Community Assembly and officers had always stated that Bocking Lane could support HGV's.
- 9.11 Chris Galloway, Project Manager for the Scheme, reported that the published figures for Abbey Lane were a typing error and apologised for this. The pollution statistics had been collected in line with strict scientific rigour and the figures collected were well below the limits recommended by the World Health Organisation and the Government. Officers were working to improve signage on the route and believed that the cost of the scheme was good value for the work that was being done. The area could be investigated for a priority gritting route in the future. The Greenhill Parkway/Avenue junction would be signalised to reduce any potential danger.
- 9.12 Members commented that it was a difficult to please everyone all of the time and the proposals represented a fair compromise for residents. The Chair, Councillor Leigh Bramall, added that he could see nothing in the report which changed his mind from the original decision made in December 2012. The funding used could not be allocated elsewhere as it was Local Transport Funding and had to be allocated for transport schemes. He had been on site with the Cabinet Adviser prior to the original decision and believed there were no major differences in the speed of vehicles on Abbey Lane or Bocking Lane.
- 9.13 Councillor Bramall further commented that local Councillors acknowledged the difficulty which Members had in trying to achieve a scheme supported by everyone. A ban on HGV's using Bocking Lane between 7am and 7pm was still being maintained which was not there three years ago. He welcomed the introduction of a Speed Indication Device and requested officers investigate what crossing facilities were needed on Bocking Lane.
- 9.14 **RESOLVED:** That:-

- (a) the Traffic Regulation Order be made to change the hours of operation of the weight restriction on Bocking Lane in accordance with the Road Traffic Regulation Act 1984 and the signing changes be implemented;
- (b) the objectors be informed accordingly;
- (c) Bocking Lane be included in the Speed Indicator Device rotation schedule to address residents speed concerns; and
- (d) an assessment be undertaken as to what traffic calming and crossing facilities were needed for Bocking Lane between Abbey Lane and Greenhill Avenue which could be included in the Streets Ahead zonal works.

9.15 **Reasons for Decision**

- 9.15.1 HGVs are vital for delivering goods around the City and transporting goods nationwide. However, in some areas the journeys they make are a cause for community concern. Encouraging HGVs to concentrate on using suitable routes will minimise the impact of HGV journeys and reduce community concerns.
- 9.15.2 The approval of the relaxation of the HGV ban on Bocking Lane will help improve the situation for residents of Abbey Lane and other nearby roads which HGVs have used as an alternative including Twentywell Lane, Mickley Lane, Prospect Road and Queen Victoria Road.
- 9.15.3 Having considered the objections to the change in hours of operation of the existing weight restriction on Bocking Lane from at any time to night time only, the reasons set out in the report for making the amendment to the Traffic Regulation Order outweigh the objections.

9.16 **Alternatives Considered and Rejected**

- 9.16.1 A number of alternative options had been considered previously in the 12th December report on the City Wide Review of HGV Routes when it was agreed to include both Abbey Lane and Bocking Lane (day time only) in the route network for HGV trips within the City. These included removing the ban on Bocking Lane altogether, introducing additional road engineering measures on Abbey Lane to deal with speeding as well as a 'do nothing' option.

SHEFFIELD CITY COUNCIL

Cabinet Highways Committee

Meeting held 4 June 2014

PRESENT: Councillors Leigh Bramall (Chair), Isobel Bowler, Harry Harpham and Ben Curran

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1. APPOINTMENT OF CHAIR AND DEPUTY CHAIR

1.1 **RESOLVED:** That Councillor Leigh Bramall be appointed Chair of the Committee for the 2014/15 municipal year

2. TO FIX DAY AND TIME OF THE MEETING

2.1 **RESOLVED:** That meetings be held as and when required on dates and times determined by the Chair

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Cabinet Highways Report

Report of: Simon Green, Executive Director, Place

Report to: Cabinet Highways Committee

Date: 29th August 2014

Subject: Streets Ahead - Changes to the Winter Service

Author of Report: Steve Robinson: 2735553

Key Decision: YES / NO

Reason Key Decision: Savings over £500,000
Affects 2 or more wards

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Jayne Clarke
Legal Implications
YES Cleared by: Steve Eccleston
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
YES
Human Rights Implications
NO
Environmental and Sustainability implications
NO
Economic Impact
NO
Community Safety Implications
NO
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
City Wide
Relevant Cabinet Portfolio Lead
Cllr Jack Scott
Relevant Scrutiny Committee
Economic, Environmental Wellbeing Scrutiny and Policy Committee
Is the item a matter which is reserved for approval by the City Council?
YES
Press Release
YES

REPORT TO THE CABINET HIGHWAYS COMMITTEE

29th AUGUST 2014

STREETS AHEAD - CHANGES TO THE WINTER SERVICE

1.0 SUMMARY

- 1.1 This report seeks approval from the Cabinet Highways Committee to change the way in which the winter service is delivered across the city under the Streets Ahead contract following a recently undertaken review.
- 1.2 Reductions in funding from central government have required the Council to make savings across all services.
- 1.3 The proposed changes will introduce clear justifiable criteria for the provision of the winter service including precautionary gritting and grit bins and deliver savings to aid the Council to meet its budget as approved by Full Council in March 2014.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The Council will continue to provide a Winter Service that is of a greater level of service than most other Local Authorities including those with a similar topography to Sheffield. The winter services to the busiest main routes in the City are unchanged as is the clearance of snow. The people of Sheffield will still benefit from a greater proportion of the City's road network being on a precautionary route and the City having more grit bins than other comparable Councils. The Council is aware of how this service is valued by the people of the City and that was underlined by the feedback during the consultation.

People have had an opportunity to comment on the proposals and their contributions have led to changes to the original proposals. Following the review the criteria for providing the service will be clear and justifiable and can be used if changes are made to the road network in the future. Having defined criteria makes the service provision fairer through clarity regarding whether a road is eligible for gritting or if a grit bin is in the appropriate location.

It is evident from the reviews of population density that the number of people and businesses affected by the proposed changes is low. Some people may need to change their routes to and from work so as to travel on gritted roads.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 The outcome of the recommendations will be the delivery of an appropriate and effective winter service across the city of Sheffield. The routes treated will be determined through a clear, objective framework.

- 3.2 The proposed changes to the winter service are based on applying objective criteria to determine the Priority 2 precautionary gritting routes, objective criteria to assess the location of grit bins and continuing the snow warden service but without future recruits.
- 3.3 The proposed criteria can be utilised in the future to assess new routes for example, when bus routes change, and ensure the Council operates in a non-discriminatory manner when making decisions as to which new routes should be included in the winter service or when new grit bins are requested.
- 3.4 These transparent, justifiable and quantifiable criteria are sustainable and will determine the development of efficient and effective future winter maintenance strategies and implementation plans.

4.0 THE CURRENT WINTER SERVICE

4.1 Our winter service season runs from the 1 October through to the 30th April. During the winter, we aim to keep priority roads and pavements across the city safe and, as far as reasonably practical, free from ice and snow.

4.2 The service currently includes:

4.2.1 Precautionary gritting

- Gritting roads on our precautionary gritting routes when freezing temperatures are forecast to reduce the risk of ice forming and snow settling. The routes are categorised as Priority 1 and Priority 2.
- The Priority 1 routes cover the major arterial routes and busiest main roads across the city.
- The Priority 2 routes cover the other main roads, link roads, roads where key public service facilities (such as schools, doctor's surgeries and care homes) are located, and rural routes serving less populated areas.
- The Council grits 59% of its road network which is more than any other Authority benchmarked.

4.2.2 Snow clearance

- In the event of heavy snow, snow ploughing and gritting initially takes place on the Priority 1 and Priority 2 routes. Where we can, we support the NHS deliver its own arrangements to get patients needing critical treatments into hospital. This is coordinated with NHS staff.
- We then begin working through the rest of the city on a priority basis carrying out snow ploughing and gritting until every street in Sheffield is accessible. The prioritisation is based on the next days' black bin collections to reduce disruption.
- We also clear snow from the busiest pavements.

4.2.3 Grit bins

- We currently provide over 2,000 grit bins across the city for members

- of the public to use to help clear roads and pavements.
- 4.2.4
- This is more than any other Authority benchmarked.

Snow Wardens

- We currently have over 500 Snow Wardens across the city and are asking them to continue helping their community in times of wintry weather.

5.0 BACKGROUND TO THE REVIEW

- 5.1 In 2013, the Council was facing the third year of cuts in funding from Central Government. All services within the Council were affected by the cuts and required to review how they were delivered. The winter service was not exempt from review. However, the scale of change is less than many other services as it is acknowledged that the service is needed to keep the city moving.

At the beginning of the winter service review the Council decided that the Priority 1 (P1) routes that cover the major arterial routes and busiest main roads across the city were fit for purpose and so they were excluded from the review.

- 5.2 The Priority 2 (P2) gritting routes and location of grit bins across the city have developed organically over the years. Over recent years, hundreds of requests for additional gritting routes and grit bins were received from the public and members and many of these were accommodated.

- 5.3 When the Streets Ahead project began in August 2012, the Streets Ahead contract stipulated that in each year of the contract the new technical staff at the Council and Amey would carry out an Annual Winter Maintenance Review. It was agreed that the reviews would take the form of planned staged process for the first 4 years of the Streets Ahead contract:-

- Years 1 and 2 (2012 and 2013) – review the operational efficiency of the service, install new technology optimise gritting routes based on experience and gather data to benchmark the service level
- Year 3 (2014) – gather benchmark data and carry out a wider review of the service itself
- Year 4 (2015) - further route optimisation and review of grit bin usage

- 5.4 In years 1 and 2 the team used thermal mapping information to identify different climatic zones within the city. New weather stations were installed to provide better and more accurate local weather information so that gritters could be sent out to spread grit exactly where and when it was needed.

- 5.5 The teams also used the data they had gathered to optimise the gritting routes enabling the drivers to complete their gritting routes in a more efficient manner.

5.6 In year 3 we planned a more comprehensive review of the service starting from determining the level of service that is appropriate. This review would also be carried out within a framework of reducing budgets available to the Council.

5.7 It should be noted that once the criteria has been applied and the roads to be precautionary gritted established there may need to be some minor additions to the overall gritting network so as to take account of operational practicalities.

6.0 WINTER SERVICE REVIEW PROCESS

6.1 Recommendation 20 of the Well Maintained Highways Code of Practice for Highways Maintenance Management states that:

'All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.'

Annual reviews have taken place but in recent years this has focused on operational issues and efficiency with only minor changes being made to the precautionary gritting network.

6.2 The teams used data gathered from the LGA Winter Readiness Report 2011/12 and 2012/13 which indicated that the precautionary gritting coverage in Sheffield was very high. Data was also gathered from other Local Authority websites along with <http://www.cipfa.org/> data which showed that Sheffield gritted more miles of road than comparable Authorities and also had more grit bins. (see **Appendix A**)

Taking into account the data that had been gathered from various sources and the discussions that had been held with other Local Authorities, the decision was taken to review our current Priority 2 precautionary gritting routes and to develop criteria that could be used across the board to assess which roads should be considered for inclusion and which roads should not. This then led to also reviewing the location and number of grit bins across the city and the future of Snow Wardens in the city.

6.3 The needs of the city change and evolve over time with new roads and housing developments being built, changes to bus routes, as well as the opening, closing or relocation of public service facilities such as schools and fire stations. As a result, a failure to more deeply review the precautionary gritting routes has led to a situation where it could be argued that some roads currently receiving precautionary gritting should be removed from the network and others added in. It is time for a more fundamental review of the Winter Service particularly when the Council is facing such substantial cuts in its funding.

6.4 In order to ensure that this particular review process resulted in a set of precautionary gritting routes which were justifiable and in line with

national best practice guidance, it was decided to develop a set of criteria guided by recommendations made in the Well Maintained Highways - Code of Practice for Highways Maintenance Management which could then be used to develop a revised Priority 2 Precautionary Gritting Network.

- 6.5 The decision to use a set of proposed criteria based on measurable data, such as gradient and traffic flow, or presence of essential public facilities also enables the right decisions to be made. Following the outcome of a comprehensive public consultation exercise it was envisaged that this would inform a final set of criteria for the provision of Priority 2 precautionary gritting which could be applied to any future development or changes in the highway network and allow for adaptation, growth and any subsequent annual reviews to be conducted in a wholly consistent, transparent and justifiable manner.
- 6.6 Despite having over 2000 grit bins across the city, the locations of some could not be justified. As budget constraints prevent the Council from increasing the number of bins it is proposed to relocate existing bins that are poorly placed. Without criteria for the location of grit bins, this is not possible.
- 6.7 Officers also reviewed the Snow Wardens scheme. Only 67 volunteers signed up in 2010 and they were clustered in a few parts of the city. A larger and more appropriate spread of volunteers across the city was required. Feedback received from existing Snow Wardens also showed that they felt that they did not need a day's training to provide them with information about how to shovel snow in the best way and the large grit bag was difficult to locate on some streets. Therefore the Snow Warden scheme was changed.

The changes involved not providing a grit bag and reducing the training needed. New volunteers were provided with a snow shovel, Government guidance on how to best shovel snow and a high visibility vest. Each newly recruited Snow Warden was also advised to use their local grit bin in times of snow. Following these changes many more (over 500) people volunteered to become Snow Wardens and a better spread was achieved across the city. The costs of the scheme were reduced through not having to provide the grit bags.

7.0 DEVELOPMENT OF PRECAUTIONARY GRITTING ROUTES CRITERIA

- 7.1 Recommendation 9 of the Well Maintained Highways - Code of Practice for Highways Maintenance Management states:

'Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.'

- 7.2 The Code of Practice goes on to say:

The treatment routes for a Winter Service should take, as a starting point, the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- *wider transport and other policy priorities; (fulfilled by existing Priority 1 routes);*
- *special requirements of carriageways, footways and cycle routes (generally footways and cycle routes are not separately gritted on a precautionary basis. However the Council aims to treat the footways in heaviest use in the City Centre and perimeters of the hospital sites.);*
- *safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals; (fulfilled by existing Priority 1 routes);*
- *other public service access needs and critical infrastructure where the maintenance of access may be critical; (expected to be met by the proposed Priority 2 criteria);*
- *public transport routes and access to stations, bus garages and depots; (fulfilled by a combination of existing Priority 1 routes, further supplemented by the proposed Priority 2 routes);*
- *safe and reliable access to main industrial and business centres of key importance to the local and regional economy; (fulfilled by a combination of existing Priority 1 routes, further supplemented by the proposed Priority 2 routes);*
- *any significant variation between summer and winter traffic; (the most significant seasonal variation in winter traffic flows is in the Junction 34 area of the M1 motorway, attributable to the Meadowhall shopping centre. This is fulfilled by a combination of existing Priority 1 routes and roads maintained by the Highways Agency);*
- *accessibility dependencies of remote communities for example Scotland's island and peninsular communities; (Priority 2 criteria includes bus routes in rural areas);*
- *the special needs of disabled people or older people particularly where these can be effectively targeted; (the Council believes that having an appropriate winter service is the most effective way to respond to these needs and in particular the second gritting criteria ensures access to important public services);*
- *known problems, including significant gradients, exposed areas and other topological factors; (expected to be met by the proposed Priority 2 criteria);*
- *climatic and thermal capacity differences within the area; (see i) below);*
- *co-ordination and co-operation with other authorities. (see ii) below).*

[Note that against each of the above factors a comment has been made in brackets to show how it is dealt with by the Council]

- i) ***Climatic and thermal capacity differences within the area*** – This information is used to help to guide the decision making process for

when we grit, not which routes we include in the precautionary gritting network.

The Council has numerous controls in place to ensure that the winter service delivery takes account of climatic and thermal capacity differences within the area. This includes 4 weather monitoring stations across a range of climatic domains, as well as sophisticated forecasting modelling software which informs the proposed treatment regime and times. For areas over 200m altitude falling within the Priority 1 and 2 precautionary gritting networks, the forecasting stations can often trigger a precautionary gritting action solely in these areas, even when no gritting is required below 200m above sea level.

Significantly more gritting will take place in targeted areas based upon this site specific climatic information. There has also been a significant amount of work undertaken in developing thermal mapping to ensure that the Council's Service Provider, Amey has sited weather stations in the optimal locations to gather the most accurate and reflective thermal and climatic information in order to make effective decisions as to where to treat and the optimal time to commence that treatment.

- ii) ***Co-ordination and co-operation with other authorities*** - The Council already have comprehensive 'boundary agreements' in place with all adjacent authorities which include reciprocal precautionary gritting arrangements. All adjacent authorities were contacted prior to the consultation process to check that the boundary agreements were operating effectively for each party to ensure continuity of gritting across boundaries.

The Council has also negotiated access to the weather forecasting stations of neighbouring local Authorities and the Highways Agency in order to build up a more accurate and detailed forecasting model from which to make treatment decisions.

We combined the Code of Practice 'factors' annotated with Priority 2 above into the following criteria and it was these criteria on which we consulted:

- 1) The road forms part of a major SYPTE bus route; or
- 2) The road has a main entrance to a School, Doctors Surgery, Pharmacy, Care Home, Residential Children's Home or other critical public facilities; or
- 3) The road carries over 3000 cars per day **AND** has a significant gradient (in excess of 20% (i.e. 1:5)).

8.0 DEVELOPMENT OF GRIT BIN CRITERIA

- 8.1 The Council currently provides 2012 grit bins on the Highway Network and also receives a number of annual requests for provision or relocation of grit bins.

8.2 As part of the review of gritting routes, grit bins were seen as an integral part of the overall provision of the winter service, and, in view of this, a set of open and justifiable criteria were established in order to ensure that grit bins were provided to the areas of most need.

8.3 The table below outlines the proposed assessment for the provision of a grit bin:

Assessment	1 point for each criteria met
Grit bin is situated:	
On a road that has a drainage problem	
On a road that has a steep gradient of 1 in 5 (20%)	
On a bad bend that has a radius of less than 50 metres	
On a junction	
On a road that has a main entrance to sheltered housing	
On a road that has a main entrance to a school	
In an isolated area	
Near traffic signals (within 20m)	
Near a roundabout (within 20m)	

8.4 We planned to assess the location of each existing grit bin against the scoring system above and 1 point would be given for each of the criteria met. The original proposal was that grit bins achieving a score of 2 or more would remain on the network. It was also originally proposed that grit bins scoring less than 2 would be **removed**.

It should be noted that the proposal also stated that regardless of the score achieved:

- If a road is already included in the Priority 1 or Priority 2 precautionary gritting routes then that location is unlikely to be considered for a grit bin;
- If the potential grit bin location is within 200 metres of an existing grit bin, that location will not be considered for another grit bin.

There are a number of streets with no inclines but with several grit bins. In some instances, grit bins are less than 50 metres apart.

9.0 **NO FUTURE RECRUITMENT OF SNOW WARDENS**

We currently have over 500 Snow Wardens across the city and are asking them to continue helping their community in times of wintry weather. However, in order to reduce future costs our proposal is to **not** recruit any further Snow Wardens or replacing any Snow Wardens who no longer wish to be a Snow Warden.

10.0 **CONSULTATION PROCESS**

10.1 **Decision to Consult**

Once it had been determined what the criteria for categorising the Priority 2 precautionary gritting routes and grit bin locations would be, and to consider not recruiting Snow wardens for future years, it was deemed necessary to consult the public on the criteria and to seek their views on our proposals. This was necessary to ensure that the public were aware of any potential changes to the existing winter service and to gain their local knowledge and input into any service changes that were to be proposed.

10.2 **Discussions with another Councils**

Before the consultation process began we decided to learn lessons from another Council and we identified York City Council (YCC) as a good example as they had successfully undertaken a consultation exercise to inform a review of their Winter Service.

Similarly to Sheffield, YCC was also required to reduce the number of grit bins managed by the Council on the highway network.

Three key lessons were learnt from the consultation process in York which informed the consultation in Sheffield, namely:

1. That it was useful to provide an interactive searchable map reflecting how the proposed criteria may translate into gritting routes in order for residents to search on a street by street basis to identify how the proposals may impact upon their travel during winter periods;
2. Not to give examples of what kind of roads should be prioritised as part of their consultation (i.e. offering options like "A Roads such as named specific roads"). YCC had done this and found that it skewed the consultation responses as people who did not use the roads quoted as examples took the view that the proposal would not affect their journeys; and
3. The need to align gritting routes to bus routes. This was a major element of the consultation feedback from the York public and as a response to the feedback YCC decided to provide a gritting service to the main bus routes.

The 82.9% consultee agreement with YCC's plans to prioritise main roads and bus routes suggested this was a well-supported set of criteria which also aligned with the recommendations made in the Well Maintained Highways - Code of Practice for Highways Maintenance Management.

10.3 **Consultation Approach**

It is recommended in the Well Maintained Highways - Code of Practice for Highways Maintenance Management that a local authority should consult on any winter service changes outside of the Winter Maintenance period, which runs from October to April.

In accordance with this guidance, the consultation was carried out outside

the winter maintenance period and it ran for 8 weeks from 2 June to 25 July 2014. This also allowed sufficient time for all consultation responses to be carefully considered and reviewed, and any necessary refinements to be evaluated and made such that they could be implemented before the start of the next Winter Maintenance season (1 October 2014).

Operationally this would also allow sufficient time for route optimisation exercises to be undertaken and for gritter drivers to carry out route familiarisation to ensure that the new routes run in an effective manner.

10.4 **Consultation Documentation**

A consultation proposal document (see **Appendix B**) was produced which was available online via the Council's website. In addition, 640 paper copies were made available in libraries, First Point Centres and the Town Hall reception. This document explained:

- how the current Winter Service is provided;
- what the proposed changes are for precautionary gritting, grit bins and Snow Wardens;
- how the consultation process would take place and how people could take part; and
- what would happen once the consultation process had been completed.

To accompany the proposal document, a questionnaire (see **Appendix C**) was also produced as an easier and more accessible way for the public to feedback their comments to each of the proposed changes. The questionnaire was also available online and at libraries, First Point Centres and the Town Hall reception.

The information on the webpages detailed the reasons for the consultation and gave details of the proposals. An interactive map was also available which showed:

- the current precautionary gritting routes;
- the routes that were proposed to be removed and added to the highway network in accordance with the proposed criteria; and
- the proposed precautionary gritting routes after applying the proposed criteria.

Via the Interactive Map the public could input their street name or postcode and the map would show whether that particular road was a Priority 1 and therefore not included in the consultation process; a Priority 2 and if so whether it was proposed to remain as a Priority 2; or whether the proposal was to remove it. There were also a number of roads not currently gritted which were proposed to be added into the gritting network.

10.5 **Promotion of the Consultation Process**

To promote the consultation process, posters and postcards (see

Appendix D) were displayed in all libraries, First Point Centres and the Town Hall reception. Electronic copies of the posters were sent to a number of community groups with an accompanying email to ask them to print off the poster and display it for their community members.

The posters were also sent and displayed in Jessops Hospital to encourage all those visiting for antenatal appointments to have their say in the consultation process.

Posters and postcards were also supplied to each of the seven Streets Ahead Community Stewards and the stewards took these along to all community meetings they had during the consultation period. They also delivered them to Parish Councils and a number of local shops across the city to advertise the consultation and to encourage the public to take part.

Wider awareness of the consultation was achieved via press releases, media briefings and social media with regular tweets sent out via the @sccstreetsahead account (2641 followers) and this was retweeted via a number of organisations including @sheffcouncil (21,500 followers).

The consultation was also promoted on the homepage of the Council's website as well as a number of community newsletters and community blog sites. Details of the consultation and the proposals were also sent to a number of organisations who publish internal newsletters for their staff asking them to include the details in their publications.

Another form of promotion included emails to:

- approximately 3,000 community groups, interest groups, voluntary organisations, universities, Sheffield Chamber of Commerce, Sheffield City Council partner agencies and Parish Councils (see **Appendix E**);
- all the existing Snow Wardens;
- all Directors and Heads of Service within Sheffield City Council;
- Councillors and MPs.

The aim of these emails was to raise awareness of the consultation, the proposals and timings as well as asking these individuals to complete an online questionnaire and to provide the Council with their feedback on the proposals. The emails also asked those organisations to distribute the information about the consultation to their contacts to provide wider awareness of the consultation process.

10.6 Stakeholders

At the start of the consultation period, key stakeholders were sent information and asked if they would like to arrange a briefing meeting to discuss the proposals in further detail with officers.

Some of these key stakeholders included:

- Emergency Services
- Parish Councils

- NHS Strategic Group
- Council Partner organisations
- Transport groups
- Disability groups
- Elderly groups

The aim of this was to engage with these key stakeholders at an early stage in the consultation process to see if they felt that any of the proposals would or could have a detrimental effect on the service that they provide in Sheffield or on any members of the groups that they represented.

Feedback from the Emergency Services is included in **Appendix F** and this feedback has been taken into account in this report.

We also held meetings with organisations such as:

- South Yorkshire Passenger Transport Executive
- NHS Emergency Planning group
- Veolia Environmental Services
- Children, Young People and Families portfolio within the Council
- The Access Liaison Group
- Transport 4 All
- Bradfield Parish Council including a large number of local residents
- Stocksbridge Parish Council
- Sheffield 50+

The feedback and subsequent questionnaires that were completed by these groups have been taken into consideration as part of the consultation process.

10.7 **Public meetings**

Two public drop-in meetings were also held in the Town Hall. One was held in the evening between the hours of 6pm to 8pm and the second was held between 9am and 12 noon. The meetings were held on two different days to allow for all those interested to attend at a convenient time for them.

The information that was available at the meeting included:

- Presentation to provide information about the winter maintenance service consultation
- Map detailing the current Priority 1 and Priority 2 gritting routes
- Map detailing the proposed routes that would be added and removed from the highway network
- Map detailing the proposed Priority 2 gritting routes
- Map showing the population density across the city
- Copies of the proposal
- Copies of the questionnaire

- Copies of the snow code
- Copies of the poster and postcard so members of the public could take these and distribute them if they wished
- Computers so that the public could view the online interactive map when discussing specific issues with officers

At the meetings, the public were able to speak directly to officers who had been involved in producing the proposals and view maps to see what effect the proposed changes might have within their area.

They were able to raise any specific concerns they had about the proposals and about specific roads and then complete an online questionnaire to provide us with their feedback on our proposals. If they didn't want to complete an online questionnaire, they were provided with a paper copy of the questionnaire and asked to return it via the freepost address provided.

10.8 Questionnaire Questions

The questions that were included in the questionnaire were developed to ensure that the public could give their opinion on each of the proposals, whilst still having the scope to provide details about individual streets and grit bins they had concerns or opinions about.

Questions were about each of the three proposals so if an individual wanted to just give their opinion about one or all three of the proposals then this was possible.

The first question under each of the proposals was designed to gauge the public's view about whether they felt the proposals were fair and reasonable or not. This would then give a clear indication of how many of the consultees felt that each of the proposals were fair and reasonable.

If the consultee had responded 'not fair' or 'fair and reasonable with some reservation' to the first question, then the second question for each of the proposals was designed to gain further information about why they felt this. This was the consultee's opportunity to provide further details about what they thought of each of the proposals.

Some further questions allowed the consultees the opportunity to provide details about either individual streets or grit bins that they had concerns about. This is where the majority of consultees provided details to let us know that a road had been missed that they felt could meet the criteria.

The questions at the end of the questionnaire were included to gather information about the consultees e.g. how old they are, if they suffered from any disabilities or were a carer. We also asked for street and postcode information so that we could analyse which areas of the city we had received responses from.

11.0 EVALUATION OF CONSULTATION FEEDBACK

11.1 Evaluation Model

A dedicated team of winter maintenance officers from the Streets Ahead Client Technical Team evaluated the consultation responses received.

On a weekly basis throughout the consultation period, this team received the latest update of online and handwritten questionnaire submissions therefore these could be evaluated to gain an ongoing appreciation of concerns being raised by members of the public.

Once the consultation had formally closed, the officers carried out the following process:

- compiled summaries of opinions;
- read through every single comment received to each question;
- classified comments with a common theme into a category. (If a consultee raised three concerns in their comments, these were allocated to three different categories); and
- analysed and evaluated the comments and concerns raised.

11.2 Overview of Consultation and Evaluation of Results

A detailed analysis of the consultation responses received is contained in **Appendix G**.

However, below is a summary of the findings:-

- 1133 questionnaire responses were received.
- Detailed correspondence was received from the “Keep Bradfield Gritted” group
- It was clear from the content of the responses that the public place great value on the winter service
- There were very few workable suggestions proposed for alternative gritting criteria
- Few comments were received regarding the grit bin criteria
- Some respondents suggested roads for inclusion
- Many responses came from residents in rural areas who were concerned about the impact on their area and they raised issues about the effects on schools and older and disabled people
- The gritting of school bus routes was a concern
- Some respondents were concerned about the risk of personal injury and whether such claims would outweigh any potential savings
- Some respondents commented about the gradient criteria
- The potential for traffic congestion in particular around the Malin Bridge area was raised
- The difficulties residents in the west of the City would have accessing main roads without encountering or contributing to traffic congestion

We have reviewed the consultation process against the legal

requirements placed on the Council (see Section 14) and have commented in italics on each of the requirements below:-

(i) consultation has taken place when the proposal is still at a formative stage; *(Section 12 “Refinement of Proposed Changes” above indicates the degree of change in the recommended proposals from the original proposals which indicate that the consultation was carried out when the proposals were at a formative stage)*

(ii) sufficient reasons have been put forward for the proposal to allow for intelligent consideration and response; *(the reasons for the proposal were contained within the consultation document (see **Appendix B**) along with the links showing interactive and searchable maps of the implications of the proposals shows the degree of detail provided to the public so they were able to properly respond. The number of responses and the detail contained in them underline the point)*

(iii) adequate time has been given for consideration and response *(a period of 8 weeks was allocated for the consultation to be considered by both individuals and community groups to allow sufficient time for submissions to be made to the Council and that is validated by the number of responses we received); and*

(iv) the product of consultation has been conscientiously taken into account. *(a dedicated team of officers specialising in highways and winter maintenance services has been assigned by the Council to carry out a detailed evaluation and assessment of every single comment raised as part of this consultation. In addition, Section 12 “Refinement of Proposed Changes” above indicates the degree of change in the recommended proposals from the original proposals).*

12.0 REFINEMENT OF PROPOSED CHANGES

In light of the evaluation, the proposals have been refined by the following.

- Removing the word “major” as it is not helpful in defining specific bus routes
- The addition of SYPTTE school bus routes
- Amendment to the slope/traffic criteria to 10% from 20%
- Addition of an extra criteria for gritting so as to create a “Western access route” in order to reduce traffic congestion in that area
- Reduction to the threshold for existing grit bins provision from 2 points to 1 so as to retain more bins on the road network
- Amendment to one of the gradient grit bin criteria to 10% from 20%

13.0 FINANCIAL IMPLICATIONS

13.1 Due to the Council’s significant reduction in resources, it is currently assessing all of its services to identify possible cost savings the aim being to enable the Council to meet all of its service delivery priorities within its

reduced budget.

It has been highlighted in this report that the existing winter service has historically been provided at a greater level of service than other Councils provide and has scope for service reductions without compromising the overall service.

- 13.2 As part of the Council's budget report in March 2014, a savings target of £100,000 to be realised from making changes to the winter service, was approved.

The changes proposed to the service as set out in this report are expected to meet this £100,000 target, depending on the final determination of the proposals following the outcome of the consultation and validation of the costs savings with Amey.

This savings target is one of a number of project savings ideas the Streets Ahead team are pursuing in order to assist the Council with easing budget pressures over the coming years.

- 13.3 If the proposed changes to the winter maintenance service are not approved, this will inevitably increase budget pressures on other Council services which could lead to other essential services being cut in order to maintain the winter maintenance service in its current form.

14.0 LEGAL IMPLICATIONS

- 14.1 Section 41 of the Highways Act 1980 states that:

- *(1) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty subject to subsections (2) and (4) to maintain the highway.*
- *(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.*

- 14.2 The duty under Section 41(1A) is not an absolute duty given the qualification of 'reasonable practicability'. There are no statutory defences available to a highway authority faced with a claim that the statutory duty imposed by Section 41(1A) has been breached. Instead, the highway authority must demonstrate that it acted within the bounds of 'reasonable practicability'. Highway authorities will be expected to be guided by the Well Maintained Highways - Code of Practice for Highways Maintenance Management and implement a plan in accordance with best practice which is sufficient to address foreseeable risks.

- 14.3 Cabinet Highways Committee must therefore be satisfied that the proposed changes to the winter service complies with the Code of Practice and the Council's strategy for ensuring that safe passage along the highway is not endangered by snow or ice falls within the bounds of 'reasonable practicability'.

14.4 There is no statutory obligation to consult with members of the public when considering a change to the winter service but there is a legitimate expectation of consultation where public services are the subject of this potential level of change. In reviewing the consultation, Cabinet Highways Committee need to be satisfied as to the following:-

- (i) consultation has taken place when the proposal is still at a formative stage;
- (ii) sufficient reasons have been put forward for the proposal to allow for intelligent consideration and response;
- (iii) adequate time has been given for consideration and response; and
- (iv) the product of consultation has been conscientiously taken into account.

This report and its appendices need to evidence that consultation has been undertaken as set out above

The legal obligations relating to the Public Sector Equality Duty are described in the section below.

15.0 EQUALITY IMPLICATIONS

15.1 S149 Equality Act 2010 (“The Public Sector Equality Duty” PSED) requires that:

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; .

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; .

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

15.2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;

(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; .

(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

15.3 The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation.

15.4 The primary tool for showing how equalities are considered in the proposal is via the Equality Impact Assessment (EIA) at **Appendix H** which identifies potential negative impacts on protected characteristic groups and any mitigation possible.

16.0 TACKLING HEALTH INEQUALITIES IMPLICATIONS

Highways Cabinet Committee are referred to **Appendix H** of this report to satisfy themselves that the EIA has sufficiently addressed tackling health inequalities implications.

17.0 ENVIRONMENTAL AND SUSTAINABILITY IMPLICATIONS

The application of road salt to the highway can have a detrimental effect on the environment through leaching into watercourses. Depending on the configuration of highway drainage and watercourses, there can be particular areas where concentrations of salt are higher. The greatest degree of mitigation is through correct decision making about when to grit and deciding on appropriate grit spread rates.

18.0 ECONOMIC IMPACT

18.1 In terms of the proposed changes having a detrimental impact on the economy of Sheffield, the Priority 1 precautionary gritting routes remain unchanged as part of these proposed changes to the winter service and they are the roads across the city which have the greatest economic impact on the City.

18.2 The proposed changes to Priority 2 precautionary gritting routes will not affect the bus routes in Sheffield operated by the main bus companies. Therefore if residents cannot travel to work using their own transport there will be public transport available to aid business continuity when adverse weather conditions occur.

18.3 Although the reduction in the Priority 2 precautionary gritting routes will affect some communities within Sheffield, these communities will still receive an appropriate level of precautionary gritting to permit access to and from the community therefore the economic impact should be minimal.

19.0 COMMUNITY SAFETY IMPLICATIONS

The Council currently precautionary grits only part of its road network and

is proposing to reduce the proportion by a small percentage. Roads that are not gritted carry a generically higher risk to road users where drivers do not drive in accordance with road conditions. The risk has been mitigated through ensuring that the gritting criteria covers the majority of journeys and areas of population density.

20.0 ALTERNATIVE OPTIONS CONSIDERED

Details of the alternative options for changing the winter service are contained in Appendix L. It should be noted that other additional savings ideas are also being pursued within the Streets Ahead contract.

21.0 REASONS FOR RECOMMENDATIONS

21.1 The recommended changes will introduce clear justifiable criteria for the provision of the winter service including precautionary gritting and grit bins and deliver contract savings to aid the Council to meet its budget as approved by Full Council in March 2014

21.2 The refinements made to the proposed precautionary gritting routes following the analysis of the consultation feedback ensure that the Council is complying with its legal obligations.

21.3 The implementation of the proposed changes will realise a project saving of approximately £100,000 per annum which will contribute to the Council's budget savings throughout the life of the Streets Ahead project.

The city will still have a significant, robust and effective winter service.

22.0 RECOMMENDATIONS

It is recommended that the Cabinet Highways Committee agrees to:

- 1) Retain the Winter Service Priority 1 gritting routes as previously established and any future changes would be due to changes in the status of particular roads in the city.
- 2) The criteria for Priority 2 gritting routes as being:
 - a. The road forms part of a SYPTe bus route; or
 - b. The road has a main entrance to a School, Doctor's Surgery, Pharmacy, Care Home, Residential Children's Home or other critical public facilities; or
 - c. The road carries over 3000 cars per day **and** has a significant gradient (in excess of 10% (i.e. 1:10)).
 - d. The road constitutes a Western access route for traffic travelling to Manchester Road avoiding causing congestion to other arterial routes
- 3) The criteria for Priority 2 gritting routes being applied to the city's road network to establish a new Priority 2 gritting network.
- 4) Members approve that the precautionary gritting routes are regularly

reviewed by officers against the approved criteria as there will certainly be further changes in the future for example as bus routes are updated.

- 5) The criteria for grit bin locations as being:

Assessment	1 point for each criteria met
Grit bin is situated:	
On a road that has a drainage problem	
On a road that has a steep gradient of 1 in 10 (10%)	
On a bad bend that has a radius of less than 50 metres	
On a junction	
On a road that has a main entrance to sheltered housing	
On a road that has a main entrance to a school	
In an isolated area	
Near traffic signals (within 20m)	
Near a roundabout (within 20m)	

- 6) The application of the criteria to the city's grit bin locations using a minimum score of 1 for the retention of a grit bin. Grit bins having a score of 0 will be removed.

It should be noted that the proposal also stated that regardless of the score achieved:

- If a road is included in the Priority 1 or Priority 2 precautionary gritting routes then that location is unlikely to be considered for a grit bin; and
- If the potential grit bin location is within 200 metres of an existing grit bin, that location will not be considered for another grit bin.

- 7) The application of the grit bin criteria for future additional grit bin requests using a threshold of a minimum of 2 points and only if future reviews of grit bin usage identifies grit bins that are not used elsewhere for relocation
- 8) Continue the current snow warden scheme without seeking future recruits.

Author: Steve Robinson
Job Title: Head of Highway Maintenance
Date: 20th August 2014

LIST OF APPENDICES

APPENDIX A	Benchmarking Data with other Local Authorities
APPENDIX B	Consultation Proposal Documentation
APPENDIX C	Consultation Questionnaire
APPENDIX D	Consultation posters and postcards
APPENDIX E	Community and Interest Groups
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APPENDIX H	Equalities Impact Assessment (EIA)
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APPENDIX K	Route Map for Bradfield area
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Appendix A

Benchmarking data with other Local Authorities

Requests were made for winter maintenance data, such as miles of road precautionary gritted, to a number of comparable Local Authorities which were either equal to Sheffield in terms of size (other core cities such as Manchester, Birmingham and Nottingham) or with a similar topography and climatic zones (Bradford, Barnsley and Wakefield). Data was also requested from a number of other notable Local Authorities from across the country including combined rural and urban Welsh authorities.

Precautionary Gritting

Benchmarking the proposed changes in Sheffield against those willing to disclose precautionary gritting figures from other Local Authorities showed that the average percentage of the highway network which received precautionary gritting was 38.3%. This represents significantly less than the 50% figure which could potentially result from Sheffield's review of the precautionary gritting network. The highest figure benchmarked against matched the 50% proposed by Sheffield.

Grit Bin Provision

The same local authorities were also benchmarked against Sheffield with regards to their grit bin provision. Sheffield currently provides and maintains 2012 grit bins on the highway network. The average figure provided by other authorities in response to this query was 343 grit bins. The highest figure received was 500 grit bins.

This suggested that when benchmarked against similar authorities, Sheffield currently provided almost six times as many grit bins than the average even when compared to those with similar topographic and climatic domains to Sheffield.

In terms of grit bins per kilometre of highway network, Sheffield currently provides 1.01 grit bins per kilometre of adopted highway network. The average of the authorities who provided benchmarking data was 0.36 grit bins per kilometre.

Snow Wardens

A small number of other authorities contacted as part of the preparation for the consultation advised that they provide some form of community volunteer or Snow Warden scheme.

None reported volunteer figures in excess of the 500 individuals provided with equipment by the Council during the 2013/14 winter period.



A number of Local Authority officers specifically cited that they had been put under political pressure to introduce such a scheme following elected members having seen regional media coverage of the scheme in Sheffield rather than proactively seeking to do so for service improvement reasons or other benefits.

Conclusion

The data gathered shows that Sheffield provides a significantly higher winter service level than other Local Authorities across the country. This outcome provided further justification for reviewing the Winter Service in Sheffield.



Streets Ahead Proposals on the future of the Winter Maintenance Service

Have your say

We are consulting on our proposals for the future of our Winter Maintenance Service. This includes:

1. Reducing our Priority 2 precautionary gritting routes
2. Reviewing the location and number of grit bins across the city
3. Not recruiting any new Snow Wardens

This document details our proposals and explains:

- How the current Winter Maintenance Service is run
- What the proposed changes are for each area
- How the consultation process will take place and how to take part
- What happens once the consultation process has been completed

If you would like to take part in this consultation please read this document to help you better understand each of the proposals. The consultation questionnaire can be completed in a number of ways, including:

- Online at www.sheffield.gov.uk/winter
- Pick up a questionnaire from any Library, First Point or the Town Hall, complete it and return it to us either by placing it into the box provided, or
- Return it to us by freepost to:

Streets Ahead Highway Maintenance
Corporate Mail Facility
FREEPOST NEA5527
Town Hall
Sheffield
S1 2ZZ

To have your say, please complete and return the questionnaire by **Friday 25 July 2014**.



Background

During the winter, we aim to keep priority roads and pavements across the city safe and, as far as reasonably practical, free from ice and snow.

The service currently includes:

- **Precautionary gritting**
 - Gritting roads on our precautionary gritting routes when freezing temperatures are forecast to reduce the risk of ice forming and snow settling. The routes are categorised as Priority 1 and Priority 2. We also grit the busiest pavements.
 - The Priority 1 routes cover the major arterial routes and busiest main roads across the city.
 - The Priority 2 routes cover the other main roads, link roads, roads where key public service facilities (such as schools, doctors and care homes) are located, and main routes to less populated areas.

- **Snow clearance**
 - In the event of heavy snow, snow ploughing and gritting initially takes place on the Priority 1 and Priority 2 routes.
 - We then begin working through the rest of the city on a priority basis carrying out snow ploughing and gritting until every street in Sheffield is accessible. The prioritisation is based on the next days' black bin collections to reduce disruption.
 - We also clear snow from the busiest pavements.

- **Grit bins**
 - We currently provide over 2,000 grit bins across the city for members of the public to use to help clear roads and pavements.

- **Snow Wardens**
 - Over the years we have asked members of the public to volunteer to become Snow Wardens within their community. These Snow Wardens helped clear snow at times of wintry weather. These wardens have been provided with a snow shovel, a high-visibility vest and guidance notes on how best to shovel snow. This advice is also available online at www.sheffield.gov.uk/winter
 - We currently have over 500 snow wardens across the city and are asking them to continue helping their community in times of wintry weather.

Consultation Process

These are unprecedented times for Sheffield City Council. By 2015 we will have lost 50% of our funding from Central Government compared to the position five years ago. The amount of savings we need to find means we need to change the way we do some things or to do less.

The proposals detailed in this document have been designed to ensure we continue to provide an effective Winter Maintenance Service that reaches the vast majority of people within the city, whilst still achieving the efficiency savings needed.

The consultation will run from **Monday 2 June to Friday 25 July 2014**. Once the consultation has closed we will consider all the feedback we have received. A report will be written about the results and this will then be taken into account when the future of the Winter Maintenance Service is decided upon.

Between July and September 2014, you may see our gritting vehicles on Sheffield's roads. This is being done to test the practicality of the proposed routes but does not mean that any proposals have been finalised. Feedback from the drivers will be used to help refine our proposals.

When a decision has been made, information about the decision and the outcome of the consultation process will be available at www.sheffield.gov.uk/winter.

The new Winter Maintenance Service will start on 1 October 2014.

The Proposals

1. Reducing our precautionary gritting routes

Our current precautionary gritting routes have developed organically over the years and we need to reassess them to ensure we continue to meet the needs of the city. We have carried out a review of our existing routes. Although there is a statutory requirement on a Highway Authority to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice, there is no prescriptive requirement in relation to winter maintenance. We have however, taken account of the Well-Maintained Highways Code of Practice for Highway Maintenance Management September 2013.

It is no longer reasonably practicable to continue gritting at current levels, but we recognise that the Quarmby Review recommends that a consultation process is carried out at the planning stage of routes to ensure that the gritting network best meets the need of services such as buses, businesses, and road users.

Priority 1 precautionary gritting routes, within Sheffield **are not** included as part of the proposal and will therefore remain unchanged.

A list of the Priority 1 precautionary gritting routes can be found at: www.sheffield.gov.uk/winter.

We are, however, reviewing the Priority 2 routes. We have reviewed our current routes to ensure safe and reliable access to:

- Emergency facilities
- Public service access needs
- Public transport routes
- Main industrial and business centres of key importance to the local economy

Roads which are not in the Priority 1 precautionary gritting routes have been reviewed to see if they meet the criteria for inclusion in the Priority 2 precautionary gritting routes. These criteria are:

- 1) The road forms part of a major SYPTTE bus route, or
- 2) The road has a main entrance to a School, Doctors Surgery, Pharmacy, Care Home, Residential Children's Home or other critical public facilities, or
- 3) The road carries over 3000 cars per day **and** has a significant gradient (in excess of 20% / 1:5)

It is proposed that roads **not** meeting one of these criteria are **removed** from the Priority 2 precautionary gritting routes, whilst other roads **meeting** any of the criteria above are **added in**.

Snow Clearance

The overall approach to snow clearance will remain unchanged. However, roads which as a result of not meeting the Priority 2 criteria in the new proposals will no longer receive a priority snow clearance service but will be cleared in advance of the black bin collections.

Footpaths and Pavements

This proposal **does not** affect gritting on footpaths and pavements. We will continue to grit the busiest pavements in advance of freezing temperatures.

2. Reviewing the location and number of grit bins across the city

We currently provide over 2,000 grit bins across the city for the public to use to help clear roads and pavements.

We are reassessing the location and use of each grit bin across the city against a pre-determined scoring system. The location of each grit bin is assessed and given 1 point for each of the criteria that it meets (outlined on Page 6). If the grit bin receives a score of 2 or more then it will remain on the network.

It is proposed that those grit bins that **do not** score 2 or more will be **removed** from the network.

It is also proposed that any routes removed as part of the review in section 1 of this proposal can have grit bins added in line with our standard grit bin criteria shown in the table on Page 6.

We will assess any requests for additional grit bins received as part of the consultation, against the criteria (outlined on Page 6).

As with all grit bin locations, when assessed, if they score 2 or more they will be considered for addition on to the network at those locations.

It should be noted that regardless of the score achieved:

- If a road is already included in the Priority 1 or Priority 2 precautionary gritting routes then that location is **unlikely** to be considered for a grit bin.
- If the potential grit bin location is within 200 metres of an existing grit bin, that location **will not** be considered for another grit bin.

Assessment	1 point for each criteria met
Grit bin is situated:	
On a road that has a drainage problem	
On a road that has a steep gradient of 1 in 5 (20%)	
On a bend that has a radius of less than 50 metres	
On a junction	
On a road that has a main entrance to sheltered housing	
On a road that has a main entrance to a school	
In an isolated area	
Near traffic signals (within 20m)	
Near a roundabout (within 20m)	

3. Not recruiting any new Snow Wardens

In recent years, members of the public have volunteered to become Snow Wardens within their community. These Snow Wardens helped clear snow at times of wintry weather. They were provided with a snow shovel, a high-visibility vest and guidance notes on how best to shovel snow. This advice is also available online at www.sheffield.gov.uk/winter

We currently have over 500 Snow Wardens across the city and are asking them to continue helping their community in times of wintry weather. However, our proposal is to **not** recruit any further Snow Wardens or replacing any Snow Wardens who no longer wish to be a Snow Warden.

Frequently Asked Questions

1. Why are you reviewing the Winter Maintenance Service?

These are unprecedented times for the Council. The amount of savings that need to be found does mean that we need to change the way we do some things or to do less. Therefore, we are reviewing our Winter Maintenance Service to ensure that it provides an effective and efficient service and in times of wintry weather we continue to keep the city moving.

2. What information have you considered when reviewing the Winter Maintenance Service?

The following considerations have been taken into account when developing the proposals for the future of the Winter Maintenance Service:

- Well-Maintained Highways Code of Practice for Highway Maintenance Management September 2013.
- Traffic flows
- Population data
- Bus route information
- Information about the location of key public facilities including schools, healthcare facilities and business centres

3. How much will the proposed changes save?

It is anticipated that the proposed changes to the service will save approximately £100,000 per year.

4. How will the proposals affect me?

Most people in Sheffield will not be affected by the proposals as the Winter Maintenance Service to the vast majority of roads will remain unchanged.

5. What is precautionary gritting?

Precautionary gritting is when we spread salt on to the roads when ice or snow is forecast. We monitor the weather and road conditions carefully throughout the winter and precautionary grit to keep priority routes as free from ice and snow as possible.

6. Why do you not grit cycle routes?

We grit cycle lanes if they are on roads that form part of the precautionary gritting routes. Unfortunately we do not have the resources to grit all cycle lanes and off-road cycle paths.

7. Does the Winter Maintenance Service cover all roads in Sheffield?

No. We do not grit or clear snow from un-adopted or private roads.

We are also not responsible for the following roads which are managed by the Highways Agency:

- Motorways
- A631 (Tinsley Lower Deck)
- A616 (Stocksbridge Bypass)

8. How many miles of road do you currently grit?

Our precautionary gritting routes currently cover 720 miles (59%) of the road network in Sheffield. Under our proposal they will cover approximately 610 miles (50%) of the road network.

9. I've seen gritters out already – why is this?

In preparation for the winter, it is essential that the proposed gritting routes are driven to see how they work in practice and to gain feedback from the drivers to help refine the proposals.

This does not mean that any proposals have been finalised.

10. How can I help myself and others during the wintry weather?

- Be prepared – make sure your vehicle is prepared for winter and that you check weather forecasts before travelling.
- Follow snow clearing advice if you're planning to clear snow – available at www.sheffield.gov.uk/winter
- Check on elderly and vulnerable neighbours and relatives during wintry spells
- Follow advice about staying healthy during the winter – available at: www.nhs.uk/winterhealth

11. What happens next?

The consultation will run from Monday 2 June to Friday 25 July 2014. Once the consultation has closed we will consider all the feedback we have received. A report will be written about the results and this will then be taken into account when the future of the Winter Maintenance Service is decided upon.

When a decision has been made information about the decision and the outcome of the consultation process will be available at www.sheffield.gov.uk/winter.

The Winter Maintenance Service will start on 1 October 2014.

Have your say on the future of the Winter Maintenance Service

We are consulting on our proposals for the future of our Winter Maintenance Service. This includes:

- Reducing our Priority 2 precautionary gritting routes
- Reviewing the location and number of grit bins across the city
- Not recruiting any new Snow wardens

To have your say please complete this survey by **Friday 25 July 2014**. You can do this in a number of ways, including:

- Online at www.sheffield.gov.uk/winter
- Pick up a questionnaire from any Library, First Point or the Town Hall
- Complete the questionnaire and return it to us by freepost to:

Streets Ahead Highway Maintenance

Corporate Mail Facility

FREEPOST NEA5527

Town Hall

Sheffield

S1 2ZZ

Please ensure that you have read **the 'Proposals on the future of the Winter Maintenance Service'** document before completing this questionnaire as this document will provide you with further details and information about each of the proposals.

A copy of this document is provided within this pack and can also be downloaded from www.sheffield.gov.uk/winter



Reducing our Priority 2 precautionary gritting routes

We currently grit roads in advance of freezing temperatures to reduce the risk of ice forming and snow settling. We do this on Priority 1 and Priority 2 precautionary gritting routes.

Priority 1 Routes

The Priority 1 routes cover the major arterial routes and busiest main roads across the city. Our proposal **does not** affect those roads that are currently on the Priority 1 precautionary gritting network. A list of which can be found at www.sheffield.gov.uk/winter.

Priority 2 Routes

The Priority 2 routes cover some of the main roads and link roads through areas, roads with key public services on them (such as schools, doctors and care homes), and main routes to less populated areas.

Our Priority 2 precautionary gritting network has built up organically over the years and we are now reviewing and reassessing these routes to ensure they continue to meet the needs of the city.

We have reviewed our current Priority 2 routes to ensure safe and reliable access to:

- Emergency facilities
- Public service access needs
- Public transport routes
- Main industrial and business centres of key importance to the local economy

Roads not meeting the criteria for inclusion in the Priority 1 precautionary gritting routes have been reviewed to see if they are or should be eligible for inclusion on the Priority 2 precautionary gritting routes. They would be deemed eligible when:

- 1) The road forms part of a major SYPTTE bus route
- 2) The road has a main entrance to a School, Doctors Surgery, Pharmacy, Care Home, Residential Children's Home or other critical public facilities.
- 3) The road carries over 3000 cars per day **and** has a significant gradient (in excess of 20% / 1:5)

It is proposed that those roads that **do not** meet the criteria set out above are **removed** from the Priority 2 precautionary gritting routes, whilst other roads that **do meet** the criteria will be **added in**.

Details of our Priority 2 precautionary gritting routes can be found at: www.sheffield.gov.uk/winter where you can also review which roads are included and removed as part of our proposal.

1. What do you think about our proposed criteria for assessing which roads are included in the Priority 2 precautionary gritting routes?

Fair and reasonable

Fair and reasonable with some reservations

Not fair

Not sure

2. If you **did not** answer 'fair and reasonable' for Question 1 please provide any comments about this:

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3. Do you have any comments about our proposed Priority 2 precautionary gritting routes? (View Priority routes and proposed changes at: www.sheffield.gov.uk/winter)

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Grit Bins

We are reassessing the location and use of each grit bin across the city against a pre-determined scoring system. The location of each grit bin is assessed and given a mark of 1 if it meets any of the criteria outlined below. If the grit bin receives 2 or more marks then it will be kept on the network.

It is proposed that those grit bins that do not score 2 or more will be **removed** from the network and relocated to areas of greater need.

If flagged to us we will assess new locations for grit bins against the criteria below. As with all grit bin locations, when assessed, if they score 2 or more they will be added on to the network at those locations

It should be noted that regardless of the score achieved:

- If a road is already included in the Priority 1 or Priority 2 Precautionary Gritting Routes then that location is **unlikely** to be considered for a grit bin.
- If the potential grit bin location is within 200 metres of an existing grit bin, that location **will not** be considered for another grit bin.

Criteria

- On a road that has a drainage problem
- On a road that has a steep gradient of 1 in 5 (20%)
- On a bend that has a radius of less than 50 metres
- On a junction
- On a road that has a main entrance to sheltered housing
- On a road that has a main entrance to a school
- In an isolated area
- Near traffic signals (within 20m)
- Near a roundabout (within 20m)

4. What do you think about our proposed criteria for grit bin locations?

Fair and reasonable

Fair and reasonable with some reservations

Not Fair

Not sure

5. If you **did not** answer 'fair and reasonable' for Question 4 please provide any comments about this:

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6. Please tell us if you think a grit bin is needed at a location (where there isn't one currently) that meets the proposed criteria:

Please note that grit bins will only be provided in locations that meet the criteria. They will be placed in a suitable location on-street but please note that we are unable to consult with residents about specific locations.

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Snow Wardens

Over the years we have asked members of the public to volunteer to become Snow Wardens within their community. These Snow Wardens helped clear snow at times of wintry weather. They were provided with a snow shovel, high visibility vest and guidance notes on how best to shovel snow. This advice is also available online at www.sheffield.gov.uk/winter

We currently have over 500 snow wardens across the city and are asking them to continue helping their community in times of wintry weather. However, our proposal is to **not** recruit any further Snow Wardens or replacing any Snow Wardens.

7. What are your thoughts about not recruiting Snow Wardens?

- Fair and reasonable
- Fair and reasonable with some reservations
- Not fair
- Not sure

8. If you **did not** answer 'fair and reasonable' for Question 7 please provide any comments about this:

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About you

9. Gender:

Male

Female

10. Age group:

15 and under

16 – 24

25 – 34

35 – 44

45 – 60

Over 61

11. Do you have a health problem or disability – including problems related to old age - that restricts your day to day activities?

Yes – activities limited a little

Yes – activities limited a lot

No

12. Do you provide care – paid or unpaid – to someone because of long-term physical or mental ill-health or disability or problems relating to old age?

Yes

No

13. Please provide us with your street name and postcode:

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.....

Thank you for completing this questionnaire and having your say.

The consultation closes on **Friday 25 July 2014** and once the decision has been made this will be published on www.sheffield.gov.uk/winter



Have your say on the future of Winter Maintenance.

We are consulting on our proposals on the future of the Winter Maintenance Service. This includes:

- Reducing our Priority 2 precautionary gritting routes
- Reviewing the location and number of grit bins across the city
- Not recruiting any new Snow Wardens for future years

To have your say please complete the survey by **Friday 25 July 2014**.
You can do this by:

- Completing the online survey at: www.sheffield.gov.uk/winter
- Pick up a survey from any Library or First Point
- Telephone 0114 273 6736 or email www.sheffield.gov.uk/winter



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Have your say on the future of Winter Maintenance.



www.sheffield.gov.uk/winter



We are consulting on our proposals on the future of the Winter Maintenance Service.

This includes:

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- Reviewing the location and number of grit bins across the city
- Not recruiting any new Snow Wardens for future years

To have your say please complete the survey by **Friday 25 July 2014.**

You can do this by:

- Completing the online survey at: www.sheffield.gov.uk/winter
- Pick up a survey from any Library or First Point
- Telephone 0114 273 6736 or email winter@sheffield.gov.uk

Appendix E

Community and interest groups contacted during the consultation process

205 Sheffield St Catherines Scouts
Aaron House Residential Care Home
Abbey Grange Nursing Home - Nursing and Residential Home
Abbeydale Communities in Action
Abbeydale Tenants and Residents Association
Abbeyfield Grange Community Support - Companionship Club
Abbeyfield Grange Community Support Ltd
Abbeyfield Grange Residential Home
ABDN (South Yorkshire & The UK)
Absolute Family at Lupton Fawcett LLP - Free Legal Advice Sessions
Abundance
Access Liaison Group
Accessible Property Register
Accountable Officer, Sheffield CCG
ACIS
Action for Blind People
Action for Stannington
Action Housing and Support
Action Space Mobile
Activity Choices
ADAF - Action Against Domestic Abuse of All Forms
Addaction Sheffield Drug Interventions Programme
Adjacent local authorities
Africa United
African Community Support Group
Africans Unite Against Child Abuse (AFRUCA)
Africatime Community Group
After Storying Sheffield Club
Age UK Sheffield
Agency for Culture and Change Management (ACCM)
Ahmadiyya Muslim Association Sheffield
Ahmadiyya Muslim Youth Association (Sheffield Branch)
Al-Anon Family Groups
Albion Moot - Pagan Meeting
Alcohol Recovery Community (ARC)
Alexander Court Care Home
All Saints Youth Club
All Saints, Totley
Alpha Tenant Management Co-operative Ltd
Alpine Lodge Nursing Home
Alzheimers Society - Home Support for Younger People with Dementia
Alzheimers Society, Sheffield Office

Alzheimers Thursday Luncheon Club
Amida Trust - Sheffield
Amnesty International, Sheffield Group
Amys Retreat
Amys House Ltd
Anchor
Angel Lunch Club
Anglo Asian Society
Angram Bank Tenants and Residents Association
Anns Road Youth Club
ANTS (A Nice Time on Saturdays)
Arbourthorne and District Tenants and Residents Association
Arbourthorne Centre and Forum Ltd
Arbourthorne Community Church (ACC)
Arbourthorne Residential Care Home
Arbourthorne Tara
Arches Housing Association
Arches Housing Ltd
Archer Lane Allotment and Home Garden Society
Art in the Park (Sheffield)
Artists In the Making
Ascot Lodge Nursing Home
Ash House Residential Care Home
Ashdell Preparatory School
Ashiana Sheffield Ltd
Ashram Community Trust
Aspergers Children and Carers Together (ACCT)
Aspire Community Enterprise (Sheffield) Ltd
Assessment and Rehabilitation Centre (ARC)
ASSIST (Sheffield), Asylum Seeker Support Initiative, Short Term
Autism Centre for Supported Employment
Autism Centre, The - Sheffield Hallam University
Autism Support Team
The Asperger Training Company
Autism Plus Limited - Supported Living
Badger Tenants and Residents Association
Bahai Faith, The
Balmoral Care Home
Bangladeshi Womens Lunch Club Sharrow
Banner Cross Methodist Church
Banner Cross Neighbourhood Group
Bannerdale Neighbourhood Group
Barriers To Bridges
Basegreen and District Tenants and Residents Association
Batemoor & Jordanthorpe Community Association
Batemoor New Tenants and Residents Association
Beacon Centre
Beacon Church & Community Centre (St Pauls and St Leonards)

Beanstalk Gardens
Beauchief Baptist Church
Beaufort Project - SYHA
Beckton Avenue Day Centre - Lunch Club
Beechy Knoll
Beighton Dementia Café
Beighton Environment Group (BEG)
Beighton Orchard
Beighton TARA
Beighton Tenants Association
Beighton Villages Development Trust
Being Gay Is Okay
Belmont House Nursing Home
Bengali Womens Support Group (BWSG)
Bens Centre
Bents Green School
Bereavement Support Drop-in
Bereavement Support Group - St Aidans Church
Best Training (Sheffield) CIC
Bethany House - Wilf Ward Family Trust
Bethany School
Bike It
Bikeboost
Birkdale School
Birley Learning Community - Adult Learning
Birley Spa Monday Club
Birley Spa Wednesday Club
Bishop of Hallam (Roman Catholic)
Bishop of Sheffield (Church of England)
Black and Minority Ethnic Governor Network
Black Card
Black Self Help Mentoring Service - Black Palm
Blackstock Action Group
Blenheim Court Care Centre
BME Pathways Project
Bole Hill View
Bolsterstone Community Group
Botanical Gate Community Association
Brackenfield Hall Care Home
Bradfield Historical Society
Bradfield in Bloom
Bradfield Parish Archives & Family History Centre
Bradfield Parish Council
Bradfield Village Hall Community
Bradway Action Group
Bradway Agewell Leisure Club
Brahma Kumaris Sheffield
Brain Tumour Support Group

Brainstrust (Sheffield and South Yorkshire)
Bramley Estate Residents Association
Break Out
Breakthrough
Bridge Employment
Brightside and Hillsborough Constituency (David Blunkett)
Broken Rainbow
Broomby CIC (Buster's Coffee)
Broomgrove Trust Nursing Home
Broomhall Breakfasts
Broomhall Centre
Broomhall Forum
Broomhall Girls Youth Club - Churches Together
Broomhall Womens Health Group
Broomhill Action and Neighbourhood Group (BANG)
Broomhill Forum
Broomhill Library Conversation Club
Broomhill Local History Group
Brunswick Gardens Retirement Village
Brushes Tenants and Residents Association
Buckwood View Nursing Home
Burncross Action Team
Burngreave Community Action Group
Burngreave Community Action Group
Burngreave Domestic Abuse Project
Burngreave Library Conversation Group
Burngreave Library Conversation Group
Burngreave Tenants & Residents Association
Burngreave Womens Health Network
Burnt Tree Croft
Burton Street Foundation
Burton Street Foundation, The
Business Manager, South Yorkshire Criminal Justice Board
Cairn Home
Caledonian Society of Sheffield
Cambian Specialist Day Services
Cambron House Care Home
Campaign for Dark Skies (CFDS)
Campaign to Protect Rural England (CPRE), Peak District and South Yorkshire
Cancer Research UK
Carmel Care Centre
Capita
Care and Support Adult Services - Quality Improvement Network
Care in Crosspool
Care of Next Infant (CONI)
Care2Care Services - Flexible Day Support
Care4Air
Carer Stroke Support Group

Carers In Sheffield - Carers Café
CareTech Community Services
Caring and Coping with Loss in Dementia Service
Caring for Cystic Fibrosis (CFCF)
Carrwood House
Carter Knowle and Millhouses CA
Carterknowle and Millhouses Neighbourhood Group
Carterknowle Methodist Church
Carwood TARA
Castelayn
Cathedral Archer Project Ltd
Cathedral Church of St Marie
Cathedral Church of St Peter and St Paul
Cavendish Centre
Cellar Space, The
Cemetery Road Baptist Church (CRBC)
Cemetery Road Baptist Church Lunch Club
Central Constituency (Paul Blomfield)
Central Elim Pentecostal Church
Central Point Luncheon Club
Central United Reformed Church
Centre for Full Employment (CFFE)
Centre for HIV and Sexual Health, The
Chair of Sheffield NHS Clinical Commissioning Group Committee
Chairman of The Methodist Church Sheffield District
Chakwal Welfare Society
Chamwood Court
Chapelgreen Advice Centre
Chapel Lodge Nursing Home
Chapelton 230 Club - Youth Club
Chapelton Community Centre
Chapelton in Bloom Group
Chapelton Methodist Church
Chapelton Methodist Church - Exercise and Osteoporosis
Chapelton Reformed Baptist Church
Charis Church International
Chatsworth Grange Nursing Home
Cherry Tree
Chesterfield Community Care Farm - Opportunities for Everyone
Chevin Housing Association
Chief Constable of South Yorkshire Police
Chief Constable, South Yorkshire Police
Chief Executive, Sheffield College
Chief Executive, Sheffield Teaching Hospitals NHS Trust
Chief Fire Officer and Chief Executive of South Yorkshire Fire and Rescue
Chief Fires Officer, South Yorkshire Fire Service
Children and Young Peoples Empowerment Project (CHILYPEP)
Chile Sports, Culture and Development Association

Chinese Community Centre
Chinese Youth Participation Project
Choice Support
Christians Against Poverty - Sheffield Branch
Christ Church Bereavement Support Group
Christ Church Fulwood Friday Club
Christ Church Fulwood Youth and Childrens Work
Christ Church Pitsmoor Lunch Club
Christ Church Pitsmoor Youth
Christ Church, Dore
Christ Church, Fulwood
Christ Church, Hackenthorpe
Christ Church, Heeley
Christ Church, Hillsborough and Wadsley Bridge
Christ Church, Pitsmoor
Christ Church, Stannington
Christadelphian Church
Christchurch Pitsmoor Youth
Christian Community Church Services
Christians and Sheffield Schools (CASS)
Church of Christ in Darnall, The
Church of England, Diocese of Sheffield
Church of Jesus Christ Apostolic UK
Church of Jesus Christ of Latter Day Saints, Sheffield 1st Ward
Church of Jesus Christ of Latter Day Saints, Sheffield 3rd Ward
Church of The Ascension, Oughtibridge
Church of The Nazarene Youth Club
Church of the Nazarene, Fitzroy Road
Church on The Corner
Church on The Corner Lunch Club
Churches Together in Broomhill and Broomhall, Community Worker
Churches Together in South Yorkshire (CTSY)
Chrysalis
Cinnamon Trust, The
Citizenship First
City Centre Management Team
City Church Fusion
City Church, Sheffield
City Life Christian Church
City of Sanctuary Sheffield
Cleft-lip and Palate Association (CLAPA)
CLIC Sargent - Caring for Children with Cancer
Club 61
Club OK - Russian School and Social Club
Clusters - Generic - SYHA
Clusters - Parkview and Lowedges (LD) - SYHA
Cohesion Action Group
Common Ground Community Garden

Communication Independence
Community Access and reablement - Sensory Services - Visual Impairment
Community Composting Network (CCN)
Community Covenant Grant Scheme
Community Printworks
Community Rangers
Community Recource Centre, Heritage Project (Green Estate)
Community Support Service
Community Transport organisations
Concord Heart Support Group
Contact The Elderly
Co-operative Party, The - Sheffield Branch
Cormac: Asylum Seeker Bicycle Workshop
Corner, The
Cotleigh
Cottam Road
Coumes Brook Residential Care Home
Craegmoor - Supporting You in Rotherham
Cranworth Registered Home
Creative Edge (Sheffield)
Creswick Greave Methodist Church
Croft Acres Residential Care Home
Croft House Settlement
Crookes Community Forum
Crookes Forum
Crookesmoor Agewell Lunch Club
Crookesmoor Community Forum
Crosspool and District Youth Sports Trust (CDYST)
Crosspool Forum
Crosspool Harvest
Crowded House 215 Gathering, The
Cruse Bereavement Care
Crystal Peaks Church
CTS Training
Cultural Industries Quarter Agency
Cutlers Hall Preservation Trust Ltd
Cycle Sheffield
Cyclist Forum
Dalewood View Care Centre
Darnall Dementia Group
Darnall Forum
Darnall Health Centre
Darnall Road Baptist Church
Darnall Tenants and Residents Association
Darnall View Care Home
Deaf Access Services (DAS)
Dean of Sheffield Cathedral
Deepcar Village Community Association

Deepcar Village Community Association
Deerlands
Deerlands and Chaucer Tenants and Residents Association
Dellside Sheltered Housing - Anchor
Denholme Free Church
Dimensions - Chapeltown
Dimensions - Gleadless Common and Gleadless View
Dimensions - Woodhouse
Dimensions - Woodseats
Dimensions (UK) Ltd - Sheffield
Diocese of Hallam Caring Services
Diocese of Hallam Pastoral Centre
Diocese of Sheffield Mothers Union, The (MU)
Disability Sheffield, The Centre For Independent Living - Advocacy Service
Disability Sheffield, The Centre for Independent Living (SCIL)
Disability Sheffield, The centre for Independent Living -Disability Information Service
Disabled People Against Cuts (DPAC)
Disabled Peoples Direct Action Network (DAN)
DISC - Sheffield Visiting Service
District Commander, South Yorkshire Police
Diverse Prospects Ltd
Don Valley Probus Club
Don Valley Railway Group
Door 2 Door - Sheffield
Dore & Totley Ward Forum
Dore and Totley Day Centre and Lunch Club
Dore and Totley United Reformed Church
Dore Methodist Church
Dore Open Door Lunch Club
Dore Oral History Group
Dore Probus Club
Dore to Door
Dore Village Society - Historical Societies
Double Six Youth Club
Drugtrain
Duchess Road Community Centre
Dwelling Place
Dyslexia Action
Eagle House Nursing Home
Earl Marshall Youth Centre - Youth Club
East End Quality of Life Initiative (EEQOL)
East Peak Innovation partnership
Ecclesall Arts Festival
Ecclesall Forum
Ecclesall Live at Home Scheme
Ecclesall Local History Society
Ecclesall Parish Church
Ecclesall Theatre Company

Ecclesfield Conservation and Local History Group
Ecclesfield Conservation Group
Ecclesfield in Bloom
Ecclesfield Parish Council
Ecclesfield Priory Players
Ecclesfield Village Plan & Ecclesfield Scrubbers
Edward Street Flats and St Georges Tenants Association
Elderly - Alzheimer's Society
Elderly - SPAG
Elders Health and Wellbeing Group (Men)
Elders Health and Wellbeing Group (Women)
Electoral Reform Society
Ellesmere Youth Project
Emergency Planning Shared Service Rotherham and Sheffield
Emmaus
ENABLE - Sheffield
Endcliffe Youth Development Group
Endeavour
Endometriosis UK Support Group - Sheffield Area
English Martyrs Chapel of Ease
Eritrean Community Association Children's Group
Esca Litter Picking Service (ELPS)
Esca Ranger Service - ERS
Ethel Trust Community Barge, The
Evergreen Chinese Senior Citizens Lunch Club
Every Action Counts Sheffield
Exercise for Health - St Polycarps Church Hall
FABLE (For A Better Life with Epilepsy)
Fairness Commission, The
Families Need Fathers, Sheffield Branch
Family Communication Service
Family Worship Centre (FWC)
Federation of Small Businesses
Fefa Training
FFLAG (Family and Friends of Lesbian and Gays)
Fields, The - Cambian Group
Filipino Community Support Group
Fir Vale Food Bank
First Church of Christ, Scientist, Sheffield
First Step Trust (FST)
Firth Park Advice Centre
Firth Park Community Arts College - Adult Learning Provision
Firth Park Community Arts College - Adult Learning Provision
Firth Park Food Bank
Firth Park Methodist Church
Firvale Community Group
Fishponds Action Group
Five Weirs Walk Trust, The

Flower Estate Tenants and Residents Association
Flourish
Forest Close Relatives Support Group
Forge Centre, The
Fourways Methodist Church - Dungworth
Fourways Methodist Church - Stannington
Fourways Methodist Church - Stanwood
Fox Hagg and Wyming Brook Reserve Advisory Group
Fox Hill Forum
Fox Valley Probus Club
Foxhill & Parson Cross Advice Centre
Foxhill/Birley Carr Live at Home Scheme
Foxhill Forum
Foxhill Lunch Club
Foxhill Tenants and Residents Association
Fraser Tenants and Residents Association
Frecheville Parish Day Centre and Agewell Group
Freelaw
Freeman College (Ruskin Mill Trust)
Friday Folk - St Bartholomews Lunch Club
Friendly Conversation Club
Friendly Conversation Club
Friends of Abbeyfield Park
Friends of Arbourthorne Pond
Friends of Barbers Field
Friends of Bishops House
Friends of Blacka Moor
Friends of Blake Street Nature Park
Friends of Botanical Gardens
Friends of Bradway Community Hall
Friends of Brincliffe Edge Wood
Friends of Burngreave Chapel and Cemetery
Friends of Chapeltown and High Green Parks
Friends of Chapeltown Park and Wood and High Green Park
Friends of Charlton Brook
Friends of Charnock Recreation Grounds
Friends of Chelsea Park
Friends of Concord Park and Woolley Woods
Friends of Coronation Park
Friends of Crookesmoor Parks
Friends of Darnall Neighbourhood Park
Friends of Donfield
Friends of Ecclesall Woods (FEW)
Friends of Ecclesfield Library
Friends of Edward Carpenter
Friends of Endcliffe Playground
Friends of Firth Park
Friends Of Frenchville Park and Pond (FFPP)

Friends of Gilcrest Wood and Meadow (FoGWaM)
Friends of Gillfield Wood
Friends of Graves Park
Friends of Green Oak Park, Totley
Friends of Greenhill Park, The
Friends of Heathlands Park
Friends of High Hazels Park
Friends of Hillsborough Park
Friends of Leppings Lane
Friends of Lydgate Green (FOLG)
Friends of Lynwood Gardens
Friends of Millhouses Park
Friends of Norfolk Heritage Park
Friends of Parkwood Springs
Friends of Porter Valley
Friends of Rainbow Park
Friends of Richmond Park Sheffield
Friends of Ruskin Park
Friends of Sheaf Valley Park and Cholera Monument
Friends of Sheffield Castle
Friends of Sheffield Childrens Hospital
Friends of Sheffield Manor Lodge
Friends of Shiregreen Cemetery
Friends of Shirtcliffe
Friends of Tannery Park
Friends of the Bole Hills
Friends Of The Philadelphia Gardens
Friends of The Porter Valley
Friends of The Rowan School
Friends of Walkley Cemetery
Friends of Wardsend Cemetery
Friends of Whinfell Quarry Garden
Friends of Wincobank Hill
Friends of Wisewood
Friends of Wortley Hall Gardens
Fulwood Lodge Nursing Home - Silver Healthcare Ltd
Fulwood Neighbourhood Watch Group
Fulwood Old Chapel (Unitarian)
Furnival Burngreave Community Projects
Galsworthy Tenants and Residents Association
Garden Gorilla
Garden Partners
Gay Sheffield
Gays and Lesbians Sharing Sobriety (GALSS)
German Lutheran Church
Get Going
Ghanaian Literacy Group
GIRES

Girlguiding Sheffield
Girls Venture Corps Air Cadets, Sheffield Branch
Gleadless Garden Produce Association
Gleadless United reformed Church
Gleadless Valley Community Forum
Gleadless Valley Local History Group
Gleadless Valley Methodist Church
Gleadless Valley Social Group
Gleadless Valley Wildlife Trust
Glen Nursing Home, The
Glitz And Glam
GMB - Sheffield Office
Goldenhar Family Support Group
Gone Forever Bereavement Trust
Good Days Project, The
Grace Food Bank, Sheffield
Grange Crescent
Grapevine Centre Lunch Club
Graves Trust Homes
Greave House Farm Trust
Greaves Road Lunch Club
Green City Action
Green Estate - Activity Packages for People on Self Directed Support
Green Triangle, The
Greenhill & Lowedges Forum
Greenhill Methodist Church
Greenhill Neighbourhood Watch
Greenpeace (Sheffield Support Group)
Greentop Circus
Grimesthorpe Allotment Society
Grenoside and District Local History Group
Grenoside Community Association
Grenoside Community Association
Grenoside Conservation Society
Grenoside Luncheon Club
Grenoside Methodist Church
Grenoside Reading Room
Greystones Lunch Club
Groundbreakers!
Groundwork Sheffield
Grow Sheffield
Guide Dogs
Guide to Sheffield's Radical, Alternative, Ethical business and groups
Guildford Grange Extra Care Scheme
Guinness Northern Counties
Gyaltsabje Kadampa Buddhist Centre and World Peace Café
Gypsy and Traveller Service
H.O.P.E Community Allotment Project

Hackenthorpe and Birley Tenants and Community Association
Hackenthorpe Community Centre
Hackenthorpe Youth Club
Haddon Court Nursing Home
Hadfield Institute Ltd
Hagg Lane Allotment Association
Hagg Lane and District Gardeners Allotments Society
Hall Park Head Stannington - Youth Club
Hallam Catholic Youth Ministry
Hallam Community and Youth Association
Hallam Constituency (Nicholas Clegg)
Hallam Constituency Labour Party
Hallamshire Residential Care Home
Hampden View Wesleyan Reform Church
Handsworth Christian School
Handsworth and Richmond Allotment Society
Handsworth Community Forum
Handsworth Community Gardens Trust
Handsworth Methodist Church
Handsworth Parish Centre
Handsworth Parish Centre Lunch Club
Handy Hands Lunch Club Group
Hangingwater Allotment Association
Harley Road Neighbourhood Watch
Hartleys Care
Hartleys Care
Hartwell Residential Home
Hatfield House Lane Methodist Church
Haven House Project
Hawkhills Residential Home
Haythorne Place Nursing and Residential Home
Hazeldene EMI Nursing and Residential Home
Hazelhurst Community Supported Agriculture Co-operative
Heads Together
Headway Sheffield
Healing Word, The - A Cancer Support Group for Word Lovers
Healthier Tinsley
Healthy Communities - Manor, Castle and Woodthorpe
Heeley and Sheffield South East Liberal Democrats
Heeley Asian Womens Group
Heeley Bank Care Home
Heeley City Farm
Heeley City Farm - Community Support
Heeley City Farm Garden Volunteers
Heeley Constituency (Meg Munn)
Heeley Constituency Labour Party
Heeley Development Trust
Heeley District Allotment Protection Society

Heeley Green Community Centre
Heeley Online Centre
Heeley Rise Tenants and Residents Association
Heeley UK Online Centre - Computer Course Provider
Healing Word, The - A Cancer Support Group for Word Lovers
Henleigh Hall Care Home
Hepatitis C Social Work Service
HERB (Helping Environmental Regeneration in Broomhall)
Herdings Youth Club
Herries Lodge Care Home
Hesley Group - Residential Services
HFT
Highcliffe Community Allotments Association
Hi 5s - Disability Group
High Green Action Group
High Green Community Action Team
High Green Development Trust (HGDT)
High Green in Bloom
High Green Methodist Church
High Sheriff of South Yorkshire
High Wincobank Allotment Association
Highfield Trinity
Hillsborough Dementia Café
Hillsborough Forum
Hillsborough Trust Memorial Bursaries
Hillside Harvest
Hindu Samaj, Sheffield and District
Historical Association, Sheffield Branch
Holberry Gardens Allotment Association
Hollaback Sheffield
Holmwood Nursing Home
Holy Cross, Gleadless Valley
Holy Family Roman Catholic Church
Holy Trinity, Millhouses
Home Calls
Home Farm Trust - The Elms
Home From Home Care
Home Safety and Handyperson Scheme
Homeless and Rootless at Christmas (HARC)
Home-Start Sheffield
Hope - Trauma Support Group
Hope City Church
Hope Valley Railway Users Group
Hopefield Evangelical Church
Horizon Care
Horizon Methodist Church
Housing 21 - Brigadier Hargreaves Court
Housing Equalities Group

Housing Involvement Team (meet TARAs)
Housteads
Hunter Archaeological Society
Hurlfield View Resource Centre
Hurlfield View Resource Centre
IBK Initiatives
Ice Mobility
Ichthus Youth Group
Imaan
Indiaman Magazine, The
Inland Waterways Association (IWA), South Yorkshire and Dukeries Branch
Inspirations
Inspire Sensory and Outreach Services CIC
Interchange Sheffield Counselling Services for Young People Project
Interfiath
Interim Director General of South Yorkshire Passenger Transport Executive and Chief Executive, Sheffield City Region LEP
International Christian Worship Centre (ICWC)
Islamic Society of Britain - Sheffield Branch
IT-CSSS (Somali Study Support)
Its My Life - Community Involvement
Ivy Care Homes
IWW (Industrial Workers of the World) - Sheffield Branch
Jamia Al-Furqaan
Jamia Al-Hudda
Jamia Masjid and Usmania Education Centre
Jane House
Janus Project - Sheffield Domestic Violence Intervention Programme, The
Jasmin Court Nursing Home
Jeevan Project
Jesus For All Nations (JFN)
Jigsaw Autism Befriending Scheme
Jobsteps Employment Services Ltd
Johnnie Johnson Housing Trust Ltd
Jordanthorpe Dementia Café
Jordanthorpe Tenants and Residents Association
Joseph Kayes Almshouses Charity
Jubilee Food Bank
Jubilee Money
Keeping Active and Positive (KAP)
KeyRing - Supported Living Networks
Kier
King Edward VII School Language College
Kingdom House - Silver Health Care Ltd
Kingfield Holt Residential Care Home
Kings Centre Christian Church, The
Kings Centre Lunch Club
Kinhon Chinese Health Programme (Kinhon)

Knowle Hill
Knowle Limited, The
Krazy Girlz Club
Lai Yin Association
Lampstand Youth Club
Lane End Farm Trust
Langsett and Walkley Community Association
Lansdowne Chapel Evangelical Fellowship
Lantern Theatre, The
LAP Officers
LBJ Community Forum
LBJ Forum
Leaf Community Allotment Project
Leahurst Care Home
Leaping The Void (LTV)
Learn for Life Enterprise Ltd
Learn to Re-create
Learning Zone, The
Leonard Cheshire Disability
Leos Disability Group
Leppings Lane Area Residents Group
LGBT Sheffield
Liberal Democrats Office
Liberian Organisation of Sheffield (LOS)
Liberty - Sheffield Group
Life Youth Night
Limes Community Centre
Lindsay Tenants and Residents Association
LINK
Links Sports Trust, The
Lister Project - SYHA
Little Sparklers
Living Waters Christian Fellowship
Living with Secondary Breast Cancer Programme
Local Friends Project, The - International Student Support at Sheffield Hallam University
Local Polish Catholic Mission Sheffield
Longley 4 G
Longley Hall Farm Tenants and Residents Association
Longley Hall Ltd
Longley Link Tenants and Residents Association
Longley Park View Nursing Home
Longley TARA Lunch Club
Looking Forward Together - Breast Cancer Support Sheffield
Loosemore Social Centre
Lord Lieutenant of South Yorkshire
Lowedges, Batemoor & Jordanthorpe Forum
Lowedges, Batemoor and Jordanthorpe Womens Conversation Club

Lower Bowshaw View
Lower Manor Tenants & Residents Association
Lower Wincobank Tenants and Residents Association
Loxley Court - Loxley Healthcare
Loxley Park Care Community
Loxley Valley Design Group
LoxleyValley.com
Lullaby Trust, The
Lunch Club for The Elderly
Lynx Basketball Club
MAAN - Somali Carers Support Group
Macmillan Cancer Support
Madina Elderly Day Care Centre
Madina Mosque
Making Space - Carers Respite Service
Makki Jamia Mosque
Manor and Castle Development Trust (MCDT)
Manor Assembly
Manor Community Transport
Manor Development Company Ltd
Manor Library Friendship Circle
Manor Lodge Luncheon Club
Manor Oaks Farm - Green Estate
Manor Top Over 50s Agewell Group
Manor Training and Resource Centre (MATREC)
Marie Curie Cancer Care
Master Cutler
Mayfield Alpacas
Mayfield Wesleyan Reform Church
MDC and Manor community Steering group
Meadow View (Priory Care - Amore Care)
Meadowhead Christian Fellowship (MCF)
Meadows, The - SYHA
Meersbrook Organic Growers Society
Meersbrook Park Lunch Club
Meersbrook Park United Reformed Church
Meersbrook Park Users Trust
Meersbrook Walled Garden
Megacentre, The
Mencap - Advocacy Sheffield
Meningitis Now
Mental Sheffield (MESH)
Mental Team for Teen Sheffield
Metropolitan: JET Project - Jobs, Education and Training
Middlewood Winners Ltd
Midhurst Road
Migration Yorkshire
MILAAP

Millhouses Methodist Church
Ministry of The Light of Christ
Miracle Trust
Monday Club
Monday Probus Club, The (Millhouses)
Moorend Place Care Centre
Moorville Residential Home for Supported Living
Mortgage Rescue Scheme (MRS)
Mortomley Tenants and Residents Association
Mosborough Elim Church
Mosborough Miners Social and Wellbeing Lunch Club
Moss Valley Wildlife Group
Moss Way Allotment Group
Motor Neurone Disease Association, South Yorkshire Branch
Motorist Forum
Motorist Forum
Mount Tabor Methodist Church
Mount View Methodist Church
Moving Forward
MP Angela Smith
MP Clive Betts
MP Paul Blomfield
Mulberry Lodge - Short Breaks
Mulberry Practice, The
Multi Agency Support Teams (MAST)
Multi Sensory Room - Concord Sports Centre
Multi-Agency Psychological Support for Looked After Children
Multifaith Chapel and Library - Burngreave Ashram
Multiple Sclerosis Society, Rotherham & Sheffield Branch
Multiple Sclerosis Therapy Centre (South Yorkshire) Ltd
Muslim Association of Britain (MAB) - Sheffield Branch
Muslim Elders Day Service
Muslim Older Peoples Service
Muslim Welfare House of Sheffield
Muslim Womens Voices
Muslim Youth Helpline (MYH)
My Choice Independent Living Skills Day Service
My Choice Local Transition Specialists
My Days
My Time - A Flexible Short Breaks Service - My Choice Local
Mylnhurst Preparatory School and Nursery
NACRO
National Association for Colitis and Crohns (NACC), South Yorkshire Area Group
National Fairground Archive
National Farmers Union of England and Wales, Sheffield Area
National Farmers Union of England and Wales, Sheffield Area
National Men in Childcare Support Network, The
Natter

Neighbours Can Help
Neon Youth
Nether Edge Neighbourhood Group (NENG)
Nethermoor Care Home
Neurological Enablement Service (NES), The
New Batemoor TARA
New Beginnings
New Heeley Voice
New Testament Church of God (NTCG)
Newfield Nursing Home
Newfield View Care Home
Newfields Learning and Resource Centre
NHS
NHS Cancer Screening Programmes
Night Action Week
Nightingale Residential Care Home
Nightline
Norbury Resource Centre
Norfolk Park Community Garden
Norfolk Park Tenants and Residents Association (NPTARA)
Norfolk Park Youth Centre - Youth Club
North East Sheffield Cleaner Greener Project, The
North Hill Residential Home
North Sheffield Conservation Group
North Sheffield Federation for The Disabled
North Sheffield Handicapped Association
North West Sheffield Community Transport
Northern Refugee Centre Advice Service
Northfield Nursing Home
Norton History Group
Norton Lees Hall Residential Care Home
Norton Lees Local History Group
Norton Lees Lodge Residential Dementia Care Home
Norton Lees Residents Association (NOLRA)
Norwood Grange EMI Residential Home
Nouvelle Saison
Oak Tree Spiritual Centre, The
Oakhouse Foods
Oasis
Off The Scene
Old Dronfield Society
Old Parson Cross Tenants and Residents Association
Older Carers Support Service (OCSS)
Older Peoples Project - Gleadless Valley Community Forum
Oral History Society
Orchard Care
Orthodox Parish of St Cuthbert and the Entry of the Mother of God
Osgathorpe Pavillion Youth Club

Osteoporosis 2000
Oughtibridge and District Lunch Club
Oughtibridge Village Community Association (OVCA)
Oughtibridge Wesleyan Reform Church
Our Lady of Beauchief and St Thomas of Canterbury Roman Catholic Church
Out Of Office - The LGBT Professional Network
Overdale Residential Home
Overflowing Life Ministries (OLM)
Owlerton Evangelical Church
Owlthorpe Community Forum
Paces Campus
Paces High Green School
Paces Sheffield Ltd - Day Provision
Paddock Hill
Padley Housing Association Ltd
Pakistan Advice and Community Association
Pakistani Muslim Centre - Firvale
Pakistani Muslim Centre (PMC)
Parent to Parent Project
Parents Assembly
Parents Association of Children with Tumours and Leukaemia (PACT)
Park Community Action (PCA)
Park Youth Club
Parkinsons UK, Sheffield Branch
Parkwood Springs Steering Group
Parson Cross Community Development Forum
Parson Cross Forum
Parson Cross Initiative (PXI)
Partners for Inclusion
PASS - Positive Activities Sova Sheffield
Peace Foundation Network
Peak District National Park Authority
Pedal Ready Cycle Training
PEEP
Penistone and Stocksbridge Constituency (Angela Smith)
Pennine Housing 2000
People United Against Crime
Periwood Wildlife Group
Permanence and Throughcare Service
Pexton Grange Nursing Home
Phoenix Association
Phoenix Futures
Physical Impairment Floating Support
Pink Counselling Sheffield - Carol Sexty
Pitsmoor Citizens Advice Bureau
Pitsmoor Credit Union
Pitsmoor Youth Housing Trust (PYHT)
Pit-Stop

Places for People
Polish Catholic Centre
Polish Scouting Association
Polys Peoples Club
Portuguese Community School
Positive About Life
Positive Activities
Potential4Skills
Pothwar Society of Sheffield
Power To Change Group Work Programme
Pre-school Learning Alliance (PLA)
President of JCI Sheffield
Primary Care Addiction Service Sheffield (PCASS)
Professor Ian Rotherham
Radio Ramadan Sheffield
Ranmoor Society, The
Rarer Cancers Foundation
Ray of Hope
RCCG Joy Assembly Sheffield
RCCG Victory Assembly
Reach High 2 Study Support
Reading Matters
Ready Steady Go - Darnall Childrens Centre
Reassure and Remind
Reclaim
Refugee Scheme - SYHA
Regard
Regather - Trading Co-operative
Relationships Matter
Religious Society of Friends
Remploy Ltd
Reignhead Farm Allotment Association
Rendezvous Youth Club
Reopen The Woodhead Line
Repair Sheffield
Repairs and Assistance, Private Sector Housing
Rethink Mental Illness, Sheffield Supported Housing Service
Revitalising Ecclesfield Park and Pavilion Group (REPAP)
Richmond Fellowship
Richmond Heights Nursing Home - Craegmoor
Richmond Wesleyan Reform Church
Riva Project, The
Rivelin House - Voyage
Rivelin Valley Allotment Co-operative
Rivelin Valley Conservation Group (RVCG)
River Stewardship Company
Riverside ECHG - Accommodation For Older People
Riverside Pennine

Rock Christian Centre
Rodney Hill Allotment Association
Roots N Shoots
Rose Cottage Nursing and Residential Care Home
Rosebank Care Home
Roses
Roshni
Roshni Sheffield Asian Womens Resource Centre
Rustlings Road Garden Association
Rustlings Road Garden Society
Royal Voluntary Service - South Yorkshire
Rt Hon David Blunkett
Rt Hon Nick Clegg
Rural Action Yorkshire (RAY)
Rustlings Road Garden Society
S3 Allcomers and S3 Enterprises
Sacred Heart Roman Catholic Church, The
SADACCA
Safe at Last
Safe@Last
Safer and Sustainable Communities Partnership Support Team
SAGE (Support Arts Gardening Education)
Salvation Army Lunch Club
Salvation Army Sheffield Castle Lunch Club
Salvation Army Sheffield Citadel Regenerate Rise (Reaching the Isolated Elderly)
Salvation Army, The
Salvation Army, The - Sheffield Citadel Corps (Psalter Lane)
Salvation Army, The - Stocksbridge
Salvation Army, The - Woodhouse
SAMM (Support After Murder and Manslaughter)
Sanctuary Housing
Sandford House Ltd
Sandstone Community Forum
Saturday Mentoring Project
Scarsdale Grange Nursing Home
Schools and Homes Energy Education Project Ltd
Scoop Aid Limited - Advice Service
Scouts
Second Step Caribbean Womens Group
Sense
Service for Deaf and Hearing Impaired Children
Service User and Carer Appreciation Scheme - Sheffield Health and Social Care Foundation Trust
Seven Hills Nursing Home
Sexual Health Drop-in for Gay and Bisexual Men (Men Only Clinic)
Share Psychotherapy
Sharing Caring Project
Sharing Caring Project [Old Library]

Sharrow Club
Sharrow Community Arts Project
Sharrow Community Forum
Sharrow Industries
Sharrow Residents Association and Community Group
Sharrow Vale Community Association
Sheaf Childrens Support Service
Sheaf Domestic Abuse Services
Sheaf Valley Ladies Probus Club
SHEBEEN (Sheffield Black & Ethnic Minority Environmental Network)
Sheena Amos Youth Identity Trust (SAYIT)
Sheffcare Ltd
Sheffield 50+
Sheffield Against Fluoridation
Sheffield and District Family History Society
Sheffield and District Vegetarian Society
Sheffield Alcohol Support Service (SASS)
Sheffield Alcohol Support Service Residential Units, Priory Road (SASS)
Sheffield Allotments and Leisure Gardeners Federation
Sheffield Anti-Academies Alliance
Sheffield Area Carbon Reduction Action Group
Sheffield Area Geology Trust (SAGT)
Sheffield Aspergers Parents Action Group (SAPAG)
Sheffield Association for Spina Bifida and Hydrocephalus
Sheffield Association for the Voluntary Teaching of English (SATVE)
Sheffield Bangla Literature and Information Society
Sheffield Biological Records Centre
Sheffield Bird Study Group
Sheffield BME Network
Sheffield Botanical Gardens Trust
Sheffield Campaign Against Climate Change
Sheffield Campaign for Access to Moorland (SCAM)
Sheffield Cancer Mafia
Sheffield Carers Centre
Sheffield Carers Citywide Support Groups
Sheffield Central Constituency Labour Party
Sheffield Central House Church
Sheffield Central, Hillsborough and Brightside Liberal Democrats
Sheffield Centre for Ecology and Environmental Management (SCEEM)
Sheffield Chamber of Commerce
Sheffield Chamber of Commerce Transport Forum
Sheffield Child Disability Register (CDR)
Sheffield Childrens Centre
Sheffield Chinese Association
Sheffield Chinese Community Centre
Sheffield Chinese Culture Exchange Community
Sheffield Chinese School
Sheffield Christian Education Council (SCEC)

Sheffield Christian Life Centre
Sheffield Christians In Recovery
Sheffield Churches Council for Community Care (SCCCC)
Sheffield Churches Council for Community Care Accident and Emergency Scheme
Sheffield Circuit, Wesleyan Reform Union of Churches
Sheffield Citizens Advice - Bawtry Road
Sheffield Citizens Advice - Broadfield Road (Debt Support Team)
Sheffield Citizens Advice - Chapel Street Woodhouse
Sheffield Citizens Advice - Deaf Advice Team
Sheffield Citizens Advice - Duke Street
Sheffield Citizens Advice - London Road
Sheffield Citizen's Advice - Mental Health Unit and Advocacy Service
Sheffield Citizens Advice - Proctor Place
Sheffield Citizens Advice - Spital Hill
Sheffield Citizens Advice - Totley Rise
Sheffield Citizens Advice - Woodseats Library
Sheffield City Centre Residents Action Group (SCCRAG)
Sheffield Committee to Defend Asylum Seekers
Sheffield Communication Aids Service
Sheffield Community Access and Interpreting Service (SCAIS)
Sheffield Community Brain Injury Rehabilitation Team (SCBIRT)
Sheffield Community Equipment Loan Service (SCELS)
Sheffield Community Network
Sheffield Community Transport (SCT)
Sheffield Conservative Association
Sheffield Conversation Club
Sheffield Coronary Society
Sheffield Countryside Conservation Trust
Sheffield Credit Union Ltd
Sheffield Cubed
Sheffield Czech and Slovak Society
Sheffield Deaf Childrens Society (SDCS)
Sheffield District Labour Party
Sheffield District of the Methodist Church
Sheffield Domestic Abuse Helpline
Sheffield Domestic Abuse Outreach Service (SDAOS)
Sheffield Downs Syndrome Support Group
Sheffield Environment Weeks
Sheffield Equality Group
Sheffield Expert Elder Network
Sheffield Fabian Society
Sheffield Family and Friends Alliance
Sheffield Feminist Network
Sheffield Fibromyalgia Self-Help Group
Sheffield Filipino Group
Sheffield First Partnership (LSP)
Sheffield for Democracy
Sheffield Foyer

Sheffield Friends of The Earth
Sheffield Fruitbowl
Sheffield Futures
Sheffield Futures
Sheffield Futures - Adult Careers Service
Sheffield Futures and Connexions - The Hub
Sheffield General Cemetery Trust, The (SGCT)
Sheffield Geological Site Records Centre
Sheffield Greek School of St Cyril and Methodios
Sheffield Green Party
Sheffield Hallam LGBT+
Sheffield Hallam Liberal Democrats
Sheffield Hallam Probus Club
Sheffield Hallam University
Sheffield Hallam University Union of Students - Advice Centre
Sheffield Hallam University Students Union - International Students Society
Sheffield Hallam University, Vice Chancellor
Sheffield Healing Centre
Sheffield Health and Social Care - Supported Living
Sheffield Health and Social Care NHS Foundation Trust - Services
Sheffield Health and Social Care Trust Community Development Team
Sheffield High School
Sheffield Historical Hospitals Group
Sheffield History Tours
Sheffield Housing and Neighbourhood Regeneration Team
Sheffield Humanist Society
Sheffield Information Giving Network (SIGN)
Sheffield Information Link (SIL)
Sheffield Inner City Ecumenical Mission (SICEM)
Sheffield International Venues
Sheffield Irish Elders Lunch and Activity Club
Sheffield Is My Planet
Sheffield Jesus Centre
Sheffield Jewish Congregation and Centre
Sheffield Jewish Housing Association Ltd
Sheffield Kenyan Society
Sheffield Kerala Cultural Association (SKCA)
Sheffield Landscape Trust
Sheffield Laughter Club
Sheffield Local Access Forum
Sheffield Local Exchange Trading System (LETS)
Sheffield ME Group
Sheffield Mencap and Gateway
Sheffield Methodist Mission Clothing Store
Sheffield Metropolitan Division of The National Union of Teachers (NUT)
Sheffield Mind Ltd
Sheffield Motor Neurone Disorders Research Advisory Group
Sheffield Muscular Dystrophy Campaign

Sheffield on the Move
Sheffield Out of School Network (OSN)
Sheffield Parent Carer Forum
Sheffield Parent Partnership Service
Sheffield Partnership Rivers in Town Environments (SPRITE)
Sheffield Pensioners Action Group (SPAG)
Sheffield Pride
Sheffield Rag
Sheffield Rape and Sexual Abuse Counselling Centre
Sheffield Refugee Forum
Sheffield Renewables Ltd
Sheffield Ryegate PHAB (Physically Disabled and Able-bodied) Club
Sheffield Safe Places - Keep Safe Card
Sheffield Safeguarding Children Board
Sheffield Safer & Sustainable Communities Partnership
Sheffield Sea Cadet Corps
Sheffield Sibling Support Group Service
Sheffield Sickle Cell and Thalassaemia Foundation
Sheffield Sickle Cell and Thalassaemia Foundation
Sheffield Small Talk
Sheffield Socialist Party
Sheffield Somali Community Centre
Sheffield South East Labour Party
Sheffield Star Mandarin School
Sheffield Stay Put Scheme
Sheffield Stroke Club (Northern)
Sheffield Sufi Association
Sheffield Talking News (STN)
Sheffield Taxi Trade Association
Sheffield Taxi Trade Association (STTA)
Sheffield Trades Union Council
Sheffield Trading Standards
Sheffield Travel Buddy Service
Sheffield Triratna Buddhist Community
Sheffield Twins and Multiples Club
Sheffield Unite Against Fascism
Sheffield United Community Foundation
Sheffield Universities Catholic Chaplaincy, The
Sheffield University - Disability and Dyslexia Support Service (DDSS)
Sheffield University Lesbian, Gay, Bisexual and Trans Committee (LGBT)
Sheffield University SIBS Group - Something Interesting for Brothers and Sisters (SIBS)
Sheffield Visiting Support Service
Sheffield Wednesday Community Programme
Sheffield Wheelchair Sports Club
Sheffield Wheelchair Tennis Club
Sheffield Whitham Road Spiritualist National Union Church
Sheffield Wildlife Trust

Sheffield Womens Aid
Sheffield Womens Counselling and Therapy Service
Sheffield Woodland Environmental Enhancement Project (SWEEP)
Sheffield Working Womens Opportunity Project Ltd (SWWOP)
Sheffield Young Advisors
Sheffield Young Archaeologists Club
Sheffield Young Carers
Sheffield Youth Cabinet
Sheffield YWCA Peile Court and Tulips Project (Walkley/Foxhill Project)
Sheffield YWCA Peile Court and Tulips Project (Walkley/Foxhill Project)
Sheffield Zen Buddhist Group
Sheffield, Rotherham and District Council of Muslims
Shelter Free Housing Advice Helpline
Shelter Sheffield Advice Centre
Shelter South West Sheffield Older Persons Housing Support Service
Sheltered Housing Schemes - Council Housing Services
Shield Yorkshire HIV Support
Shine Out on Saturdays (SOS)
ShipShape Health and Wellbeing Centre
Shire Brook Conservation Group
Shirecliffe Community Forum
Shirecliffe Forum
Shirecliffe Owners and Occupiers Committee
Shirecliffe Tenants and Residents Association
Shiregreen and District Community Association
Shiregreen Children & Families Project
Shiregreen Children's Centre
Shiregreen Community Homes
Shiregreen Medical Centre
Shiregreen Neighbourhood Centre
Shiregreen Tenants and Residents Association
Shiregreen United Reformed Church
Shiregreen Youth Club
Shirley House Interfaith Centre
Shopping Squad - Foxhill Tara
Shoreham Street Tenants and Residents Association
Shout!
Shrewsbury Hospital
Sick Childrens Trust, The
Side By Side
Sidewalk
Signature at Loxley Park (Operations) Ltd
Silver Lodge Residential Care Home
Singing for The Over 60s @ St Marys
Skills for Work - Dearne Valley College
SKINN - Shalesmoor, Kelham Island and Neepsend Network
Smilies Network
Snow wardens

SOAR Community
Socialist Workers Party
Soka Gakkai International, UK (SGI-UK)
Somali Community and Cultural School
Somali Education Breakthrough
Somali Unity Forum
Someone Cares
Something in Sheffield (SIS)
SoundOut
South East Constituency (Clive Betts)
South East Sheffield Community Forum
South East Youth Forum
South Sheffield Evangelical Church
South Yorkshire African-Caribbean Business and Enterprise Training Centre Ltd (SYAC Ltd)
South Yorkshire Ambulance Service
South Yorkshire and Hallamshire Clubs for Young People (SYCYP)
South Yorkshire Biodiversity Research Group and Network
South Yorkshire Child Brain Injury Trust
South Yorkshire Community Foundation (SYCF)
South Yorkshire Energy Centre (SYEC)
South Yorkshire Environment and Energy Management Group
South Yorkshire Fellowship of Baptist Churches
South Yorkshire Fire and Rescue
South Yorkshire Fire and Rescue - Free Home Safety Checks
South Yorkshire Fire and Rescue Authority
South Yorkshire Fire and Rescue Service
South Yorkshire Forest Partnership
South Yorkshire Funding Advice Bureau (SYFAB)
South Yorkshire Housing Association Ltd (SYHA)
South Yorkshire Migration and Asylum Action Group (SYMAAG)
South Yorkshire Neighbourhood Watch Association
South Yorkshire Passenger and Transport Executive
South Yorkshire Police
South Yorkshire Police - Crime Reduction Section
South Yorkshire Transport Users Group
Southcroft (Methodist Homes for The Aged - MHA)
Southern Light Community Church
Southey Agewell Group
Southey Development Forum
Southey Development Forum (SDF) - UK Online Centre
Southey Forum
Sova Cast and Befriending Project
SOVA Sheffield and Doncaster Appropriate Adult Scheme
SOVA Sheffield Mentoring Scheme
Spa View Community Church
SPACE (Sheffield and Peak Against City Encroachment)
Special Needs Housing and Care Agency (SNHCA)

Spectrum Active
Spectrum E
Spectrum Short Breaks Service
Spectrum Social Care Supported Living
Spital Hill
Spring Out
Springfield House - CareTech
Springwood
St Aidan
St Andrews Psalter Lane Local Ecumenical Partnership
St Andrews United Reformed Church
St Ann Roman Catholic Church
St Annes Community Services - Bevin Court
St Annes Community Support Service - Mental Health
St Annes Supported Living Service
St Augustine, Endcliffe
St Bartholomews - Youth Club
St Bartholomews Church Centre
St Bartholomews Church Centre - St Barts Contact Group
St Bartholomews Church Centre - St Barts Contact Group
St Bartholomews, Netherthorpe
St Catherine of Alexandria Roman Catholic Church
St Catherine, Richmond Road
St Catherines Nursing Home Ltd
St Chads, Woodseats
St Charles Borromeo Roman Catholic Church
St Clements Court Sheltered Housing - Anchor
St Columba, Crosspool
St Cuthbert, Fir Vale
St Cyprians Youth Club
St Cyprians, Frecheville
St Elizabeths Community Group Lunch Club
St Gabriel, Greystones
St James Lunch Club
St James United Reformed Church
St James, Norton
St James, Woodhouse
St John The Baptist, Chapelton
St John The Baptist, Owlerton
St John The Evangelist, Abbeydale
St John The Evangelist, Deepcar
St John The Evangelist, Ranmoor
St Joseph Roman Catholic Church
St Luke's Church, Lodge Moor
St Margarets, Brightside
St Mark, Broomhill
St Mark, Mosborough
St Marks Pentecostal Church

St Marks, Grenoside
St Mary The Virgin, Ecclesfield
St Mary, Bramall Lane
St Mary, Handsworth
St Marys Community Centre
St Marys Lunch Club
St Nicholas, Bradfield
St Oswald, Millhouses
St Oswalds Family Centre Lunch Club
St Paul, Wordsworth Avenue
St Pauls Church and Centre, Norton Lees
St Peter, Greenhill
St Peters Youth Club
St Polycarp, Malin Bridge
St Saviour, Mortomley High Green
St Stephens, Netherthorpe
St Swithun, Manor
St Thomas Church Centre
St Thomas Church Philadelphia
St Thomas More Catholic Church and Community Centre
St Thomas, Crookes
St Thomas, Wincobank
St Timothy, Crookes
St Timothys Lunch Club
St Vincent De Paul Furniture Store
St Vincents Catholic Church
St Wilfrid and Mother of God Credit Union Ltd
St Wilfrids Centre
St William of York Roman Catholic Church
Stand Road Residential Home - SLC Group
Stannington Community Association
Stannington Community Association
Steel Valley Project
STEP Development Trust
Step Up Support
Stephen Harrison Academy Ltd
Stocksbridge Advice Centre
Stocksbridge and Upper Don Community Health Forum
Stocksbridge Brain Injury Rehabilitation Centre
Stocksbridge Christian Centre
Stocksbridge Spiritualist Centre
Stocksbridge Town Council
Stocksbridge Youth Club
Stomp Clubs
Stonewall
Stothard Road Scheme Limited
Strabrooke TACA
Stradbroke Community Centre

Stubbin Tenants and Residents Association
Student Advice Centre, University of Sheffield Students Union
Stumperlowe (Fulwood) Probus Club
Sunday Centre
Support 55
Support Group for Teenagers Struggling with Mental Health Issues
Supportcare Housing Limited
Sure Start Firth Park and Shiregreen
Surehealth
Survivors of Bereavement By Suicide
Swallownest Care Home
SYHA - Daresbury View
SYHA - Infirmary Road
SYPTÉ
Tai Chi for Women Recovering from Breast Cancer
Taking Stock
Talbot Specialist School
Tapton Court Care Home
Tapton Edge Rest Home
Taptonholme
Target Housing Ltd
T-boys
Tenancy Relations
Terminus Initiative, The
Tertia Trust
The Beaumont Society
The Conservation Volunteers, Employment and Training Services (TCV)
The DATIC Trust
The Full Monty Club
The HUB Church
The Laurels and The Limes Care Home
The Venue Stocksbridge
Tideswell Court Short Breaks and Community Based Activities
Tinsley Community Allotment
Tinsley Community Centre Lunch Club
Tinsley Forum
Tinsley Parents and Childrens Consortium (TPCC)
Tinsley Tree Project
Together for Regeneration
Together for Regeneration (TFR)
Totley Music Festival
Totley Open Gardens
Totley Residents Association
Totley Rise Lunch Club
Totley Rise Methodist Church
Trans Bare All
Transave UK
Transition Porter Valley

Transport 17 Ltd
Transport for All
Treeton Grange Nursing Home
Trinity Day Care Trust
Trinity Firvale Methodist Church
Trinity Methodist Church @ Beighton
Trinity United Reformed Church
Tuesday Group
Tunhill House
Twelve Trees Residential Care Home and Home Care Provider
UK Islamic Mission (UKIM)
UK Steel Enterprise - Sheffield
Under The Stars
Underbank Unitarian Chapel
Unison
Unite the Union
United Mosques Council
United Reformed Church, Wadsley
United Response
University of Sheffield
University of Sheffield Students Union International Students Committee (ISC)
University of Sheffield Women in Engineering
University of Sheffield, Vice Chancellor
Upper Chapel
Upper Don Walk Trust
Urban Saints (Yorkshire Area)
V Connect Ltd
Valley Community Learning Association
Valley Lunch Club
Valley Online Centre
VAS
Veolia
Verdon Recreation Centre
Verdon Street Senior Citizens Group
Vicarage Lane Allotment Society
Vice Chancellor Sheffield Hallam University
Victoria Centre
Victoria Hall Methodist Church
Victoria Live at Home - Lunch Club
Victoria Live at Home Scheme
Victorian Society, The
VIDA Sheffield
Vine Youth Project, The
Visually Impaired Womens Reading Group
Vitality Counselling, Therapy and Training Consultancy
Voice, The Union for Education Professionals
Voluntary Action Sheffield - Mental Health Training Project
VP Community Care

Wadsley and Loxley Commoners
Wadsley Church Lunch Club
Wadsley Parish Church
Walkley Bank Allotment Society
Walkely Forum
Walkley Community Centre
Walkley Community Forum
Walkley Community Recreational Trust
Walkley Ebenezer Methodist Church
Walkley Forum
Walkley Lodge
Warren Methodist Church
Warren Park Care Home
Waterthorpe Environment Group
Watoto Pre-School
Wayne Sables Project
WEA Sheffield Learning Centre
WEC International
Wednesday Lunch Club
Wensley Street
Wensley Tenants and Residents Association
Wentworth Hall Residential Home
Wesley Hall Lunch Club
Wesley Hall Methodist Church
Wesley Hall Youth Club
Wesleyan Reform Union of Churches
West Melton Lodge
Westbourne House Nursing Home
Westbourne School for Girls and Boys
Westfield and Halfway Tenants and Residents Association
Weston Park Cancer Information and Support Centre
Westview Residents Association
Westways Wildlife Garden Group
Wharnccliffe Heathlands Trust
Wharnccliffe Side Community Association
Wharnccliffe Side Community Association
Wheels 2 Work
Whirlow Hall Farm Trust
Whirlow Hall Farm Trust - Day Opportunities
Whirlowdale Farm
White Rose Court Residential Care Home
Whitehouse Residential Home, The
Whizz Kids
Wild At Heart
Wild Wood Activities
William Temple Church
Willowbeck Health Care
Wiltshire Farm Foods

Wincobank 61st Sheffield Scout Group
Wincobank/St Thomas Community Group
Winn Gardens Tenants Association
Winn Gardens Youth Club
Winn TARA
Wise Move Sheffield
Wisewood Forum
Wisewood Methodist Church
Wisewood TARA
Women in Construction Arts & Technology (WICAT)
Womens Conversation Club
Wood Hill Grange Care Home with Nursing
Wood Lane Countryside Centre
Woodbank Crescent Community Garden
Woodbank House Rest Home
Woodhouse and District Community Forum
Woodhouse TARA
Woodland View Nursing Home
Woodlands Lodge Care Home
Woodlands Lodge Care Home
Woodseats Methodist Church
Woodthorpe Activity Plus
Woodthorpe Development Trust
Woodthorpe Youth Centre - Youth Club
Woodview - United Health Ltd
Wordsworth Youth Club
WORK Ltd
Workers Educational Association, Yorkshire and Humber Region
Working Woodlands Trust
Worrall Community Association
Worrall Environmental Group
Wortley Hall Walled Garden
Write Way
Wybourn Resource Centre - Youth Club
Wycliffe Independent Church
YAFA
Yambo
Yemeni Community Association
Yemeni Education and Relief Organisation
Yemeni Welfare and Advice Centre
Yero
Yes2Ventures Ltd
YIAC Consultancy
Yorkshire Housing - Sheltered Accommodation
Yorkshire Muslim Academy (YMA)
Young at Heart
Young Womens Housing Project (YWHP)
Your Good Mourning

Youth Association South Yorkshire (YASY)
Youth Can Achieve (YCA)
Zeela Singing and Drama Group
Zest

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Appendix F

South Yorkshire Police Letter

From: [REDACTED]
To: [REDACTED]

Fri 15/08/2014 11:42

Subject: Re: Streets Ahead - Winter Maintenance Consultation

[REDACTED],

Following our telephone conversation earlier this week, I would confirm that the Winter Maintenance Consultation was forwarded to 'All Operational Support Services' within the South Yorkshire Police. This is a cover all e-mail address which ensures that it can be seen by everyone within the operational support services department. This includes, all ranks of officers from the command team to police constable and civilian staff, and all departments including Road Policing, Tactical Support, Accident investigation, dogs, mounted and planning. Officers were asked to reply directly with any issues they had either with regards to work or private issues (getting to and from work).

I felt it was better dealt with in this manner, to get a broader view point from as many operational officers as possible. I feel that officers on the ground would be more likely to understand and put forward any issues or concerns they had from previous experience of working in bad weather in any particular area.

Any reduction in gritting and winter maintenance is going to be a concern for operational officers who need to get to incidents in every part of the city in an emergency, I would presume that if there are any serious issues with the new maintenance plan, when it's put into Practice, that this would be reviewed and rectified.

Kind Regards

PC [REDACTED] Birch

Tel Mobile [REDACTED]



South Yorkshire
Fire & Rescue

WORKING FOR A SAFER
SOUTH YORKSHIRE

197 Eyre Street
Sheffield
S1 3FG

Tel: [REDACTED]
Fax: [REDACTED]

[REDACTED]
Chief Fire Officer & Chief Executive

Date: 12 August 2014

Your Ref:

Our Ref: CPG/RP

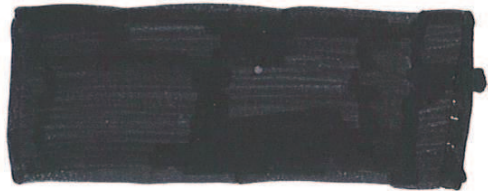
This matter is being dealt with by: [REDACTED]

Tel Direct line: [REDACTED]

Fax Direct line:

Email: [REDACTED]

Website: www.syfire.gov.uk



Anita,

Further to our previous conversations and e-mails. This letter is my formal response on behalf of South Yorkshire Fire and Rescue to your review of gritting procedures for the coming winter.

I can confirm that SYFR have a number of fire stations located within the Sheffield area. These are **Elm Lane Fire Station**, Elm Lane, S5 7TU; **Darnall Road Fire Station**, Darnall Road, S9 5AF; **Lowedges Road Fire Station**, Lowedges Road, S8 7JN; **Mansfield Road Fire Station**, Mansfield Road, S12 2AE; **Central Fire Station**, 197 Eyre Street, S1 3FG and **Mosborough Fire Station**, Queen Street, Mosborough, S20 5BQ.

The importance of maintaining egress from these stations into the communities is vitally important in respect of emergency response.

As discussed Our Training and Development Centre at Beaver Hill Road, S13 is also the Strategic Command Centre for South Yorkshire and in the event of a Major Incident occurring within the county the executive officers from all responding agencies (Cat 1 and Cat 2) would be expected to attend at these premises.

I have copied below appendix E from our winter weather plan which provides details of the agreement which we have in place with Amey.

APPENDIX E Gritting and Ploughing of Beaver Hill Road, Sheffield

Beaver Hill Rd has been up graded by Sheffield City Council to be classed as a primary network in view of the multi-agency Strategic Command Centre facility.

In the event of the multi-agency Strategic Command Centre being activated and the road being difficult to pass the below number can be called for an emergency gritting and ploughing crew to be activated.

As the road is now classed as primary net work it will be one of the first to be gritted/ploughed and kept open.

Operational Control Centre (Amey)

(Emergency Use Only - Not to be disclosed outside SYFR).

Ask for the Winter Maintenance Duty Manager

With regards to the area of Stocksbridge. Our fire station is situated on the main road in the bottom of the valley. In the event that we have to attend incidents in the Stocksbridge and Deepcar areas it is likely that we will need to drive heavy vehicles up hill. It is therefore important that as a minimum the bus routes leading from the main road are kept open to try and mitigate an increased life risk. The main roads which would assist us with access are Carr Road, Deepcar, Hole House Lane, Shay House Lane, Park Drive, Nanny Hill, Bocking Hill, Brakenmoor Lane, Broomfield Lane and Coal Pit Lane, Stocksbridge.

In relation to the area around Bradfield our response would most likely be from the Rivelin Station. There are a number of small villages and isolated properties in the area and these can become very difficult to reach at times. Again the access to the area can be greatly assisted if the main bus routes for the No. 61 and 62 buses are gritted.

If you have any further questions please feel free to contact me.

Thank you.

Yours

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke.A black rectangular redaction box covering the name of the signatory.

Emergency Planning Officer

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APPENDIX G

Consultation Feedback and Analysis

A total of 1133 consultation responses were received in response to the winter maintenance consultation. 1093 of these were completed via the online questionnaire and 40 were completed via the paper copies distributed to libraries, First Point centres and the Town Hall reception.

A. Priority 2 Precautionary Gritting

With regards to Precautionary Gritting, having had opportunity to read the consultation proposals and browse an interactive map, the first section of the questionnaire was a drop down menu from which respondents were asked to select an option to reflect their opinion as to whether the proposed criteria for roads to be included in the Priority 2 precautionary gritting network were fair and reasonable.

38.79%	Did not select an opinion
34.77%	Selected "Not Fair"
18.3%	Selected "Fair and Reasonable with Some Reservations"
6.22%	Selected "Fair and Reasonable"
1.92%	Selected the "Not Sure" option.

In addition to selecting an opinion on the proposed criteria, respondents were offered a free text box in which to provide any supplementary commentary to support their opinion.

Of the respondents very few suggested other clear alternative criteria which they deemed to be more appropriate criteria for a road to qualify for inclusion as a Priority 2 gritting route.

The alternative criteria that were suggested included

1. Height / Altitude
2. Quality of surfacing on the road
3. Grit bus routes in priority order
4. Population density (grit to villages of more than 15 dwellings)
5. Gradient and Traffic Flow – alternative thresholds and separation of criteria
6. Lack of alternative routes

Note that the list above is not exhaustive and some respondents suggested school bus routes and emergency services accesses but they are covered elsewhere in this report. Others mentioned the time of day and priority support to private sector staff but those are criteria the service is unable to act upon.

We have commented on the alternative criteria suggestions below.

1. Height / Altitude

This has been suggested as height above sea level affects temperature.

Temperature is used to help to guide the decision making process for when we grit, not which routes we include in the precautionary gritting network. If roads subject to frequent low temperatures were used as a criterion then little used tracks would be gritted just because they have a high altitude whereas well used important routes but which are at a lower level would not.

The Council has numerous controls in place to ensure that winter service delivery takes account of climatic and thermal capacity differences within the area. This includes 4 weather monitoring stations across a range of climatic domains, as well as sophisticated forecast modelling software which informs the proposed treatment regime and times. For areas over 200m altitude falling within the Priority 1 and 2 Precautionary Gritting networks, the forecasting stations can often trigger a precautionary gritting action solely in these areas, even when no gritting is required below 200m above sea level.

Significantly more gritting takes place in targeted areas based upon this site specific climatic information. There has also been a significant amount of work undertaken in developing thermal mapping to ensure that the Authority has sited weather stations in the optimal locations to gather the most accurate and reflective thermal and climatic information in order to make effective decisions of where to treat and the optimal time to commence that treatment.

In a typical winter, this tailored weather forecasting results in significantly more gritting runs taking place on roads in the precautionary gritting network in higher areas than in urban areas.

2. Quality of surfacing of the road

One comment was received stating that the quality of surfacing of the road should be a defining factor as to whether precautionary gritting should be provided.

Given that the Council is now 2 years into a 5 year project to refurbish the highway network, which includes extensive resurfacing of roads, it was felt that the Streets Ahead project would provide significant improvements over the next 36 months to the condition of the highway network which would mitigate this concern without the need for this to be a criteria.

3. Grit bus routes in priority order

The current proposal is to grit all SYPTE bus routes, which we believe if approved by Highways Cabinet, reflects the wishes of this comment. The review is about the criteria for the roads we grit rather than the order they are gritted which is more operational.

4. Population Density – should grit to villages with over 15 dwellings

Whilst we have not used population density as a criterion we have ensured that the gritting routes serve settlements of population. A map showing population density is included at Appendix I to the main report

5. Gradient and Traffic Flow – alternative thresholds and separation of criteria

A number of respondents suggested changes to the threshold of 3000 vehicles a day or the 20% gradient thresholds. The thresholds are identified so as to reflect a reasonably trafficked steep road and these routes are those that we would expect more of the public to use and the gritting of every single steep road is not currently done and could not be done in the future.

Also it is not possible to use either gradient or traffic volumes separately as that will result in steep roads that are hardly used or flat roads with reasonable traffic flows being gritted.

However, officers reviewed the gradient and researched when steep roads were signed and established that a threshold of 10% was used for signing. The figure of 10% is supported by the use of this figure by another core city, Manchester City Council in its winter service. In light of this, a decision was made to reduce the gradient threshold to 10%.

6. Lack of alternative routes in the Stannington area

This issue has been partially addressed by the outcome of the refinements to our proposal which results in alternative routes in that area.

Some 459 of the 1133 (40.5%), respondents despite not providing alternative precautionary gritting criteria, provided some other form of commentary.

The comments fall into 9 broad categories:

	Comment	% response
1	Persons asking for their street to be gritted, suggesting that their street met the criteria but had been omitted	45.44%
2	Felt the plans would cause gridlock or felt the routes forced drivers to use main roads rather than their preferred rat runs / cut through routes	15.4%
3	Concerns over cutting off rural areas and businesses	9.42%
4	Persons stating that the Council should grit every road and pavement in the City	8.97%
5	Concern over additional accidents or strain on the NHS	8.07%
6	Other general queries and comments	5.08%
7	Queries around gradient calculation methodology	3.14%
8	Suggesting that the Council should cut other services and leave gritting unaffected	2.69%
9	Council tax related queries	1.79%

We have responded to each of the comment categories below.

1. Persons asking for their street to be gritted, suggesting that their street met the criteria but had been omitted

295 requests about specific streets were received these mentioned 68 different roads for review. The 20 most requested roads were:

1	Hagg Hill	41 requests
2	Hangingwater Road	25 requests
3	Stephen Hill	23 requests
4	Brown House Lane	18 requests
5	Hollins Lane	17 requests
6	Coldwell Lane	11 requests
7	Rails Road	10 requests
8	Dore Road	10 requests
9	Blackbrook Road	9 requests
10	Lodge Lane	9 requests
11	Station Lane	9 requests
12	Skew Hill Road	8 requests

13	Long Lane	7 requests
14	Common Lane	6 requests
15	Watt Lane / Tetney Road	6 requests
16	Brookhouse Hill	4 requests
17	St Quentin Drive / Twentywell Road	4 requests
18	Blake Street	4 requests
19	Brincliffe Edge Road	4 requests
20	Mayfield Valley	4 requests

82 other streets were raised by 88 respondents, although not explicitly asking for them to be gritted, each of these was also reviewed individually for complete fairness of the process. Many were found to have already been included or reviewed after earlier parts of this process. Many were existing priority routes with no recommendation to change. A couple were new issues that were fully reviewed accordingly. As such all requests were evaluated regardless of the number of requests received.

In addition, 3 requests were received for roads which were proposed to continue to form part of the Priority 2 network to be considered to be upgraded to Priority 1.

These were also evaluated but found to not warrant Priority 1 Precautionary gritting status.

A re-evaluation of every road requested was undertaken.

This has resulted in one of 7 possible outcomes for every road queried:

- **Proposed for removal, no longer being removed**

Typically where mapping errors or anomalous data have been corrected as a result of consultees bringing these to our attention.

Strength of feeling around school bus routes being included in the Priority 2 Precautionary Gritting Network has led to a number of essential school bus services being included as part of Criteria 1 "Bus Routes".

- **Proposed for removal, still to be removed**

Roads where no significant new information has come to light which would impact on the outcome – these will still be removed as not meeting the criteria.

- **Proposed for addition, still to be added**

Roads where the decision to include has been welcomed

- **Proposed for addition, no longer to be added**

Roads where mapping errors or erroneous data have been corrected as a result of consultees bringing these to our attention

- **Not included in the consultation, now to be added**

Roads which were not proposed for either inclusion or removal from the Precautionary Gritting Routes but where new information has come to light as a result of the consultation showing the road fulfils one of the core criteria for inclusion.

- **Partly included in the consultation, no change needed**

The respondents having read the list of changes had not consulted the map which showed that only part of a road was changed and so their point was not valid.

- **Not included in the consultation, not to be added**

These were found not to meet the criteria.

A full list of roads affected by changes as a result of consultation feedback and the reasons for these changes to the Priority 2 Precautionary Gritting Network are included in **Appendix J**.

The Council received numerous comments regarding how the proposal affected the Bradfield area. The Council has been able to respond to a number of these concerns and a map showing the changes in the Bradfield area from the proposal to this final consultation outcome is included as **Appendix K**.

2. **The plan will cause gridlock / you are forcing drivers to use main roads rather than our preferred rat runs / cut through routes.**

9.42% of respondents made comments relating to the wider issue of traffic flow as a criterion.

The general cause for concern raised was that drivers currently choose to use a number of “rat runs” or interlinking roads to avoid driving along more heavily trafficked routes or risking encountering traffic jams during rush hour times.

The main area of concern raised by respondents was the Malin Bridge area. A number of roads have been reintroduced to the Priority 2 Precautionary Gritting Network as a result of the consultation which will help to mitigate this concern. For example, the corridor between Manchester Road and Rivelin Valley Road (Stephen Hill / Hagg Hill) has been reinstated following the assessment of further traffic count data taken over a number of different days / times of year, which exceeded the criteria threshold. In addition, the gradients encountered on the corridor exceed 10% which based on the revised criteria makes this corridor suitable for reintroduction to the gritting routes.

3. Cutting off Rural Areas and Local Businesses

9.42% of respondents raised concerns that the revised routes may cut off rural areas, and also made comments around the impact that gritting routes have upon local businesses.

In response to this concern, a Western access route has been devised taking on board consultee feedback. This will provide a gritted link running through the rural areas in the West of the City via a number of villages in an attempt to further bolster access from rural areas to the Priority 1 and 2 gritting network and ensure that these areas are kept open for business and that residents are not cut off.

This new Western access route has been devised based upon population density mapping layers in order to best serve the most populated areas and identify settlements requiring access to this strategic connecting route.

In terms of the effect upon businesses, The Well Maintained Highways Code of Practice for Highways Maintenance Management states that the Council should seek to provide safe and reliable access to main industrial and business centres of key importance to the local and regional economy.

Unfortunately some remote, isolated businesses currently fall outside of the treated network and there may be some further ones which do so as a result of the proposed changes. A number of consultation responses cite a fear of being cut off during heavy snow. The Council wish to reiterate that these areas will still receive snow clearing services as this service is being retained.

4. The Council should grit every road and pavement in the City

8.97% of respondents suggested that they felt the Council should make provision to grit every road and pavement in the City.

The Well Maintained Highways - Code of Practice for Highways Maintenance Management in paragraph 13.1.9 advises that:

“Given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to:

- Provide the service on all parts of the Network;
- Ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network.”

Even with the proposal to reduce the extent of the precautionary gritting network, Sheffield will continue to provide precautionary gritting to a higher percentage of roads than the majority of other Local Authorities.

Footway gritting was clearly stated in all of the consultation documentation and proposal as being outside of the scope of this consultation.

5. Impact of the Winter Gritting Service on the NHS

All of the major Sheffield hospital sites (Northern General Hospital, Royal Hallamshire Hospital, Jessops, Charles Clifford and Weston Park) are served by Priority 1 Precautionary Gritting carriageway routes, which were not included in the precautionary gritting route review.

These sites also receive a supplementary priority service to the footways around their perimeters during snow conditions to ensure that access to these sites is protected and maintained.

The Council has held discussions with the NHS over their winter service requirements including attending the NHS emergency planning committee.

The Council’s snow clearance service has always been outside of the remit of this consultation, so remains unchanged. Despite this, concerns have been raised by respondents about how the NHS would deal with patients during heavy or sustained snowfall situations.

Emergency planners from the NHS have confirmed that they have always had and will continue to have their own contingency plans with regard to the collection and transport of patients requiring urgent medical treatment during adverse weather events.

In terms of people accessing hospital services for outpatient appointments or in the event of an accident, to date no comments or concerns have been received from either Yorkshire Ambulance Service or the NHS with regards to this, noting that the consultation only affects Precautionary Gritting in advance of temperatures dropping below freezing.

During sustained heavy snowfall events, processes are in place for the Council to work with key NHS staff and emergency planners on a daily basis and we make best endeavours to support the NHS in its own arrangements to help critically ill patients to access hospital treatment. The NHS makes clinical decisions to ensure that patients are dealt with in order of greatest need.

6. Other general queries and comments

The most commonly raised general comments and queries fell into two categories:

- a) Those who felt that the cost of insurance claims against the Council would cancel out, if not exceed any cost saving made as a result of the changes.

In the 5 year period from 2009 to date the Council received a total of 47 claims for compensation relating to the Winter Maintenance Service. Of the claims received, only 10.6% related to the roads which were not subject to precautionary gritting. All of these were successfully repudiated

In view of this, the Council does not anticipate any increase in compensation or associated legal costs as a result of the review of Precautionary Gritting Routes.

- b) Those querying why the consultation had been undertaken in summer months rather than during the winter when it would be more topical.

The Council notes that the Well Maintained Highways Code of Practice for Highways Maintenance Management makes recommendations in section 13.2.4 that Authorities should consult with key stakeholders and utilise the time outside the winter season to put policies and plans in place.

Operationally this allows time for route optimisation exercises to be undertaken and ensures sufficient time is set aside for drivers to carry out route familiarisation so that the new routes run in an effective manner.

Consulting outside of the winter period allows officers sufficient time for all consultation responses to be given due consideration and evaluation and appropriate changes to be made.

7. Queries around gradient calculation methodology

3.14% of respondents asked technical queries around criteria, in particular how gradient were calculated.

Gradient is calculated as elevation gain over 100m divided by 100 m multiplied by 100. A 10 metre elevation gain over 100 metres would therefore be a 10% gradient.

For the purposes of the consultation, any gradient of this severity over a 100 metre length - including partial lengths of a road or street, which met this criterion in combination with the traffic flow criteria were taken into account for provision of gritting.

8. Suggesting that the Council should cut other services and leave gritting unaffected

2.69% of responses fell into this category, with suggestions for alternative cuts which could be made across the full spectrum of other Council services.

9. Council tax queries

1.79% of respondents made queries about council tax.

These fell into three categories:

- I. Those suggesting they would withhold Council tax payments if gritting ceased on their street
 - a. Any taxpayer who chooses not to pay their Council Tax as due will be subject to recovery action. Such action can result in additional costs being added to their debt and these costs could be significant if the debt remains unpaid.. We would urge all taxpayers who are able to pay their council tax to do so and on time.

- II. Those suggesting Council tax would only need to increase by a few pence per head of population per year in order to meet the target £100,000 cost saving, therefore Council tax should be increased marginally and the service left untouched with the extra funds raised.
 - a. Whilst the Council recognises the thinking behind this suggestion, it also recognises that this argument could also be made in defence of any service facing difficult budget decisions, with the overall impact being a significant increase in council tax. When considering this, the Council will take account of many issues including the fact that central government has passed legislation which allows the Secretary of State to invoke a referendum if a Council increases council tax beyond an amount specified by the Secretary of State. For the financial year 2014/15, the level of increase was set at no more than 2%. The cost and impact of staging a city wide referendum on the rate of council tax increase would be significant with no guarantee that the money would be recovered.

- III. A number of residents of Bradfield suggested that they paid a higher rate of Council tax (to cover the provision of Bradfield Parish Council), but that this additional Council tax payment was not reflected in the level of gritting service which would result from the proposals.

Each of the three Parish Council's in Sheffield set a council tax precept each year in order to assist it in meeting the costs that it will incur in the coming year. This precept sets the amount of Council Tax income that the City Council will pass over to each Parish Council. This income is used by the Parish Council to provide services and facilities that are not funded by the City Council. The additional council tax paid by residents of the three Parish Councils therefore does not form part of the funding for services such as gritting which are provided by the City Council. The Councils were offered the opportunity to pay for additional gritting but this was not of interest.

Responses other than submitted questionnaires

Members of the public were also able to use a dedicated phone number and email address to gain further information about the consultation. These methods were used if the public had any specific questions about either the proposals or the consultation process itself.

46 members of the public used these methods to gain further clarity or information about the proposals and consultation process. All of these calls and emails were logged and each was responded to and asked to either complete an online questionnaire or to pick up a paper copy from libraries, First Point or the Town Hall reception.

Petitions, letters and notable emails received about precautionary gritting

In total 6 petitions were received in relation to the Winter Service consultation. These petitions were received from:

- Barry Croxall and Jane Thompson, The Three Merry Lads – 398 signatures
- Residents from Bradfield – 65 signatures
- Keep Bradfield Gritted, Online petition – 109 signatures
- Keep Bradfield Parish Gritted Action group – 411 signatures
- Cllr Matt Dixon on behalf of the residents of Bradfield Parish – 680 signatures
- Liberal Democrat Party – 1078 signatures

The majority of the petitions raised concerns about roads proposed to be removed from the Priority 2 gritting network in the Bradfield area. The petitions named specific roads that they felt should not be removed and if they were removed this would have a negative impact on the residents and businesses of Bradfield.

The comments and concerns that were raised in the petitions have all been logged and assessed as part of the consultation analysis. The roads questioned have been assessed against the criteria and recommendations have been made in accordance with this.

The petition that was received from the Liberal Democrat Party asked for the proposals for the 100 miles of Priority 2 gritting routes to be stopped and the

volunteer Snow Warden project to be restored. Once again these comments have been analysed and assessed with the other consultation responses.

Letters and correspondence were also received from MPs and a number of Councillors. Each of these letters either raised concerns about the Winter Service proposals on behalf of their constituents or were raising concerns on their own behalf as representatives of their areas.

Each of the queries were logged and assessed as part of the consultation analysis.

B. Grit Bins

The next group of questions were surrounding the proposed criteria for provision of Grit bins. In all, 1133 consultation responses were received. Similarly to the questions for Precautionary Gritting, a drop down menu from which respondents were asked to select an option to reflect their opinion as to whether the proposed Criteria for provision of a grit bin were fair and reasonable was supplied.

43.5%	Did not select an opinion
24%	Selected "Not Fair"
14.5%	Selected "Fair and Reasonable with Some Reservations"
13%	Selected "Fair and Reasonable"
5%	Selected the "Not Sure" option.

A free text box was supplied for respondents to provide comments or concerns about the proposed criteria for provision of a grit bin and another was provided to enable them to suggest new grit bin locations.

Responses within the free text box were significantly more focussed than those received for the Precautionary Gritting question. Almost every comment received included some form of request for either provision of additional grit bins or retention of existing grit bins. Unfortunately, only around 15% of those requesting retention of an existing bin mentioned the location of the bin in the free text box.

A large volume of the requests for new bins were from residents wishing to make a pre-emptive request for provision of a grit bin if the planned changes to the precautionary gritting network resulted in their street losing the precautionary gritting service.

There were 4 categories of grit bin comment received:

	Comment	% response
1	Requests for additional grit bins including requests for multiple (or additional) grit bins at the same site	55.9%
2	Requests for existing grit bins to be retained	28.9%
3	Respondents stating their reliance upon the grit bin in their local area	10.86%
4	Complaints about maintenance / filling time or abuse of existing grit bins	4.34%

We have responded to each of the comment categories below:-

1. New Grit Bin Requests

All 73 sites suggested by respondents to the consultation were subject to an assessment against the criteria.

Every site requested with accompanying location information met at least one of the criteria for provision of an additional grit bin.

3 requests were received for roads already on the Priority 1 Precautionary Gritting Network.

42 requests were received for roads already on the Priority 2 Precautionary Gritting Network.

28 requests were received for roads not on the Priority 1 or Priority 2 Precautionary Gritting Networks.

The way these requests have been dealt with has been covered later in this Appendix.

2. Requests for existing grit bins to be retained

The existing grit bin will be assessed against the criteria.

3. Respondents stating their reliance upon the grit bin in their local area

We appreciate the reliance of communities on their grit bins and that is why the vast majority of bins will be retained.

4. Complaints about the maintenance and filling time of existing grit bins

We have commitments in place for removal of graffiti, repair or replacement of broken grit bins, as well as a commitment to refill empty grit bins within 1

business day during normal conditions and within 3 business days during adverse weather.

All grit bins are proactively checked and filled, usually during September, in order to prepare for the coming winter, and then after any major snow events. However, we do rely upon public feedback to let us know when grit bins are running low or in need of attention.

Some positive feedback was received around the *gritmaps* iPhone application in these comments which although is not affiliated with the Council provides an additional means of reporting concerns with grit bin maintenance.

In addition to the requests for grit bins, there were further comments from just over 2.5% of respondents.

Although this only makes up a small percentage of the 1133 overall respondents, a number of the queries raised were also examined. These comments can be summarised into categories as follows:

	Comment	No. of comments
1	Voiced disappointment with the criteria	19
2	Everyone should have access to grit bins regardless of criteria	3
3	Alternative criteria suggested – altitude, access to bus routes and challenge of the 200 metre from next grit bin spacing	3

We have responded to each of the issues below:-

1. Voiced criticism with the criteria

1% of the total respondents stated that they felt the proposed criteria for provision of grit bins were too harsh and indicated that they felt a significant number of the existing grit bins in Sheffield would be removed if this were to be applied.

At the time the criteria were developed, an assessment of all the locations had not been completed. The assessment was completed during the consultation period and if a minimum 2 point threshold was used (as suggested in the

consultation documentation) it was found that 1371 of the 2012 grit bins would be removed. This is considered to be excessive. In view of this it is proposed that a reduced threshold of 1 point is used thereby retaining more grit bins on the network.

Around 400 grit bins currently on the Highway Network were found not to achieve the revised one point threshold and all of these grit bins will be removed. Requests for additional grit bins made during the consultation process will be considered against the criteria and any scoring 1 or more will have a bin provided. Furthermore, it is proposed that a review is undertaken of the P2 routes being removed to identify locations that meet the new threshold for grit bins. Overall it is anticipated that around 200 of the 400 removed bins will be relocated leading to a net reduction of 200 bins.

Unfortunately, it will not be possible to satisfy future requests for additional grit bins that meet the threshold score unless an annual review of usage shows there are little used grit bins available for relocations.

2. Everyone should have access to grit bins regardless of criteria

Unfortunately it is not financially viable to provide grit bins in the quantities required to ensure that everyone in Sheffield has access to a nearby grit bin. As has been previously reported in the benchmarking section of the report, both the current, and proposed provision of grit bins ensures numbers in Sheffield far exceed that of any other Local Authority benchmarked. The councils approach to the provision of grit bins is therefore believed to be appropriate and reasonable in all the circumstances.

3. Alternative Criteria Offered

1 respondent made a suggestion that access to bus stops should be prioritised in grit bin provision as an alternative criteria. 1 respondent suggested that the 200 metre distance between bins was too far in their opinion and could be reduced and another suggested altitude should be a criteria. We considered these suggestions. Officers considered that bus stops were covered by our Priority 2 precautionary gritting routes, the distance was a reasonable threshold and that altitude did not represent a valid criteria as all high level roads would then require grit bins regardless of the level of their traffic use.

C. Snow wardens

Similarly to the previous questions for Precautionary Gritting and Grit Bins, a drop down menu from which respondents were asked to select an option to reflect their opinion as to whether they felt the decision to not recruit any further snow wardens was fair and reasonable was supplied.

Once again a free text box was supplied for respondents to provide comments or concerns about the proposal to not recruit any further snow wardens.

Of the responses received, the overall opinions were:

44.28%	Did not select an opinion
21.04%	Selected "Not Fair"
13.36%	Selected "Fair and Reasonable with Some Reservations"
9.42%	Selected "Fair and Reasonable"
11.89%	Selected the "Not Sure" option.

It could be inferred from the lack of opinions given by respondents that the service is not valued and not considered by the public to be a front line winter service.

When evaluated, the comments received fell into one of 5 core categories:

	Comment	% response
1	Snow Wardens should be retained in light of the gritting cuts	74.5%
2	The removal of the Snow Wardens scheme will make no difference	13.2%
3	Unsure as to what the difference may be until it next snows	8%
4	We pay Council Tax and shouldn't be asking for volunteers to do this work	1.8%
5	Other comments	2.5%

We have responded to each of the comment categories below.

1. Snow Wardens should be retained in light of the gritting cuts

74.5% of respondents commented that Snow Wardens should be retained in light of the other linked cuts to grit bins and precautionary gritting routes as part of the winter maintenance consultation. What is important to note, is that the Council is actually retaining snow wardens and is only proposing not to seek further volunteers.

During the winter of 2013/14, the Council gave out 500 Snow Warden packs including items such as high visibility clothing and snow shovels to volunteers in the community who came forward and requested these items.

This significant expansion in the scheme meant that the numbers of volunteer Snow Wardens was increased by almost tenfold, and was facilitated by ceasing to provide the 1-tonne bags of salt to a small number of people but instead recruiting significantly more volunteers and providing basic snow clearing equipment and guidance documentation. The 500 new volunteers were also informed of the location of their nearest highway grit bin.

Although the Council is proposing to not recruit any further Snow Wardens, the Council has no plans to take back any of the equipment issued to these 500 individuals, and any member of the public or former Snow Warden are welcome to continue helping their community during adverse weather whilst following the guidance laid down in the Council's snow code.

2. The removal of the Snow Wardens scheme will make no difference

13.3% of respondents advised that they felt the snow warden scheme either did not have any impact in their community, or that they did not perceive that this change would have any negative impact upon themselves or their street. Similarly to the answer given above, the Council is retaining the current Snow Wardens.

3. Unsure as to what the difference may be until it next snows

8% of respondents felt there may be some difference from this change, but could not fully articulate what this difference may be until they had experienced a snow event without any further Snow Wardens being recruited.

4. We pay Council Tax and shouldn't be asking for volunteers to do this work

1.8% of respondents commented that footpath clearing should be undertaken by the Council and paid for out of Council Tax, rather than encouraging communities or volunteers to clear snow. Concerns regarding Council tax and its impact upon winter maintenance service provision have been previously addressed in this report.

5. Other Comments

2.5% of respondents provided other comments about the Snow Warden scheme. These other comments were predominantly that the respondent had never seen a snow warden in action, or that they had never heard of the Snow Wardens scheme.

A small number of existing snow wardens commented that this was not a significant change as last year they utilised grit bins on the highway network when required.

A number of comments also stated that they felt this was a free service so did not understand how a budget saving was being achieved by not recruiting any further volunteers but that view does not take note of the costs of recruiting wardens and providing them with equipment.

Appendix H

Sheffield City Council Equality Impact Assessment 2014

Author(s)	Version control
Kate Hughes	October 2014
Steve Robinson	March 2014
Kate Hughes	24 April 2014
Steve Robinson/Ian Kirby	24 July 2014
Steve Robinson/Anita Dell	14 August 2014



Name of policy/project/decision: Winter service changes
Name of person(s) writing the EIA: Steve Robinson/Anita Dell
Date: 14 August 2014
Services: Highway Maintenance
Portfolio: Place

What are the brief aims of the policy/project/decision?

The winter service has been reviewed with the aim of ensuring that the appropriate service and level of service is delivered across the city under the Streets Ahead contract.

The proposed changes will, through the identification of criteria and applying the criteria, ensure the Council allocates appropriate resources to the service and deliver cost savings to aid the Council to meet its budget as approved by Full Council in March 2014.

The three proposals that were included in the public consultation are:

- Reducing the Priority 2 Precautionary gritting routes across the highway network
- Reassess and reallocate the number of grit bins on the highway network
- Not recruiting any Snow Wardens for future years.

Individual EIAs for each of the proposals were drafted in October 2013. These detailed the possible impacts the individual proposals might have on target groups.

These individual EIAs were then combined into one single EIA in March 2014. This EIA has been reviewed and updated throughout the consultation process.

Areas possible impact	of	Explanation and evidence	Mitigation
Age	<p>19% of the population in Sheffield are aged 0-15 years old and a further 12% are aged 16-24.</p> <p>14% of the population are aged 65 years old and over. (Census 2011)</p> <p>People of every age are expected to be impacted by the proposal - but the impacts primarily relate to road users and not pedestrians. (Our gritting proposals do not impact the footway as we do not grit footways in residential areas).</p> <p>Elderly people may be impacted by the gritting proposals if changes are proposed to their street:</p> <ul style="list-style-type: none"> • If their street is removed from the gritting routes this might mean that they are less able to travel by road and carers, health providers and others might be less able to reach them during severe winter weather. • Alternatively, the elderly may be positively impacted if their street is added to the precautionary gritting 	<p>Elderly people</p> <p>Our criteria for including roads on the Priority 2 precautionary gritting routes includes bus routes and roads which have a main entrance to a doctors surgery, pharmacy and residential care home. This will help to mitigate the potential impacts on the elderly.</p> <p>We will also continue to support the NHS to deliver their own arrangements to critically ill patients identified by clinical staff to hospitals.</p> <p>We specifically targeted the elderly during the consultation process:</p> <ul style="list-style-type: none"> • We met with Sheffield 50+ group and held focus group discussions with their members about the proposals and impact of them. We discussed in detailed each of the proposals and listened to their concerns and discussed how these could be mitigated. • We emailed information about the consultation to groups representing the elderly and asked them to promote it to their members and encourage questionnaire responses to be submitted. <p>As part of the questionnaire we asked respondents to provide their age to identify how many elderly people responded and to help us specifically capture their comments. 17% of our responses came from elderly people aged over 60.</p> <p>Many of the respondents from this age group agreed that the criteria</p>	

	<p>routes as access to their properties would be easier.</p> <p>The grit bin proposals may also disproportionately impact elderly people. The impact could be positive or negative depending on whether a grit bin is added or removed to the street in which they live. Overall the impact of the grit bin proposals is likely to be negative given that the number of overall bins will reduce.</p> <p>The impact of the Snow Warden scheme would neither negatively or positively impact the elderly as the proposal is to keep the current increased number of Snow Wardens and not recruit any further wardens for future years. We believe the increased number and more even spread of the wardens across the city under the new scheme will help this group considerably.</p>	<p>for the Priority 2 gritting routes was, 'fair and reasonable with some reservation's'. The main comments included specific roads that the respondents wanted us to look at again and also to revisit the SYPTE bus routes. This analysis was undertaken as part of the review of the consultation responses.</p> <p>Some of the responses from this age group also deemed the criteria to be 'not fair' and this was based on the fact that the winter maintenance service is a health and safety issue and a good winter maintenance programme can prevent injuries.</p> <p>The publication of the Snow Code will encourage more people in communities to help their areas by removing snow from footpaths.</p> <p>The extent to which we can specifically target this group which is spread across all parts of the City is very limited.</p> <p>Young People</p> <p>Our criteria for including roads on the Priority 2 precautionary gritting routes will include bus routes and roads which have a main entrance to a school, doctor's surgery, pharmacy and children's residential care home. This will help to mitigate the potential impacts on younger people.</p> <p>We encouraged the involvement of younger people in the consultation by targeting young people/parents representing the interests of young people for engagement:</p> <p>We asked Sheffield Young Advisors, Sheffield Youth Cabinet and Sheffield Futures to help promote the consultation.</p> <p>We asked The Parents Assembly to promote the consultation within</p>
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		<p>their newsletter which specifically targets parents within the city.</p> <p>We emailed information about the consultation to youth groups to ask the organisers to promote the consultation.</p> <p>We regularly used Twitter to inform people of our plans and ask for their input. 1% of the responses received for the consultation were from people aged under 25.</p> <p>We have also held discussions with the Council's Children, Young People and Families portfolio to gauge their views about our proposals and to feed their views into the consultation process. They did not raise many concerns about the proposals overall but did mention a few roads that they wanted us to consider. These included Kirk Edge Road (proposed to be added back into the P2 network), Long Lane (was already included in the proposal for the P2 network), Holdwoth Lane (proposed to be added back into the P2 network). They also raised questions about the Bannerdale and Lodge Moor areas and these have been considered as part of the recommendations.</p> <p>They are also looking at our proposals in terms of the SEN service that they provide and to date have not raised any concerns or questions.</p>
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<p>Disability</p>	<p>Overall, 19% of the population of Sheffield have their day-to-day activities affected by a health problem or disability. (<i>Census 2011, KS301EW</i>)</p> <p>People with and without disabilities are expected to be impacted by the proposal - but the impacts primarily relate to road users and not pedestrians. (Our gritting proposals do not impact the footway as we do not grit footways in residential areas).</p> <p>Disabled people may be impacted by the proposals if they affect their street:</p> <p>If their street is removed from the gritting routes this might mean they are less able to travel by road during wintry weather, and carers and others less able to reach them.</p> <p>Alternatively, disabled people may be positively impacted if their street is added to the precautionary gritting routes.</p> <p>The grit bin proposals may also disproportionately impact disabled people. The impact could be positive or negative depending if a grit bin is added or removed to the street in which they live. Overall the impact of the grit bin proposals is likely to be negative given that the number of overall bins will reduce.</p>	<p>The main mitigation for this group has been to include SYPTE school bus routes into the gritting routes.</p> <p>Our criteria for including roads on the Priority 2 precautionary gritting routes will include bus routes and roads which have a main entrance to doctor's surgeries, pharmacies and care homes. This will help to mitigate the potential impacts on disabled people.</p> <p>We will also continue to support the NHS to deliver their own arrangements to critically ill patients identified by clinical staff to hospitals.</p> <p>We included questions on the questionnaire to identify people that have their day-to-day activities affected by a health problem or disability, so we can specifically capture their comments.</p> <p>12% of respondents classed themselves as having a disability or their activities limited by a disability.</p> <p>We also specifically targeted disabled people during the consultation:</p> <ul style="list-style-type: none"> • We met with the Access Liaison Group and Transport 4 All, both of which represent disabled people and specifically comment on transport and highway related issues. <p>The Transport 4 All groups main questions centred around how people with disabilities might use footpaths that may not have been treated with grit. We explained that this was not part of the consultation and gritting of footpaths would not change. They also shared their concerns about the impact our proposals might have on Social care services and the care provided by the NHS. We informed them that we had met with the NHS to discuss our</p>
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		<p>proposals at length with them.</p> <ul style="list-style-type: none"> The Access Liaison group suggested that the 1:5 gradient might be too steep and that problems might occur on gentler slopes too. The group also raised questions about grit bins, their locations and how often they were refilled. <p>We also emailed information about the consultation to other groups representing disabled people.</p>
<p>Pregnancy/ maternity</p>	<p>Pregnant women and people with prams/buggies may be impacted by the grit bin proposal if grit bins are withdrawn from locations where they live or travel - if the grit from these grit bins had been used to help keep the pavements clear. This would mean they are less likely to be able to venture out during icy weather.</p> <p>At the same time, others may be positively impacted by the proposals if grit bins are relocated close to them - this would be because the grit from the bins could be used to help keep the pavements clear, meaning they are more likely to venture out during icy weather.</p> <p>The same could be said for the proposal to not recruit any new Snow Wardens for future years. However, there would be a positive impact on those pregnant women</p>	<p>Our criteria for including roads on the Priority 2 precautionary gritting routes will include bus routes and roads which have a main entrance to a school, doctor's surgery and pharmacy. This will help to mitigate the potential impacts on pregnant women.</p> <p>We targeted pregnant women for engagement by contacting the Jessop Wing of Sheffield Teaching Hospitals and asking them to display posters and postcards to promote the consultation and asking the Parents Assembly to promote the consultation in their newsletter to parents around the city.</p> <p>We also asked the NCT (the charity for parents) to promote the consultation to Sheffield members.</p>

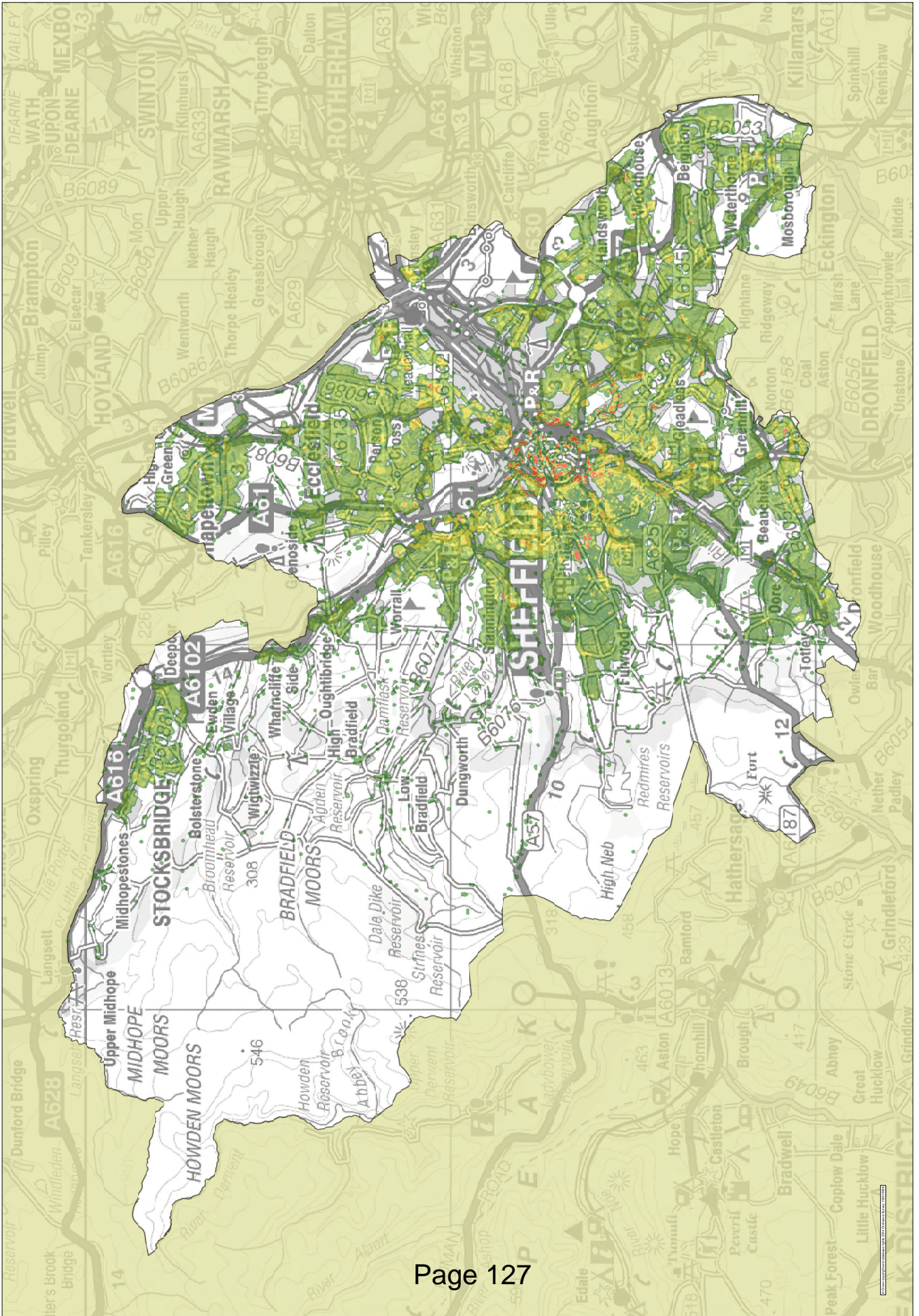
	living on streets that currently have a Snow Warden particularly after the number of wardens has been increased so significantly.	
Race	16% of the Sheffield population are from non-White ethnic groups. (<i>Census 2011</i>). We do not anticipate that there will be any disproportionate impact on different ethnic groups as a result of the proposals.	None required
Religion/belief	We do not anticipate that there will be any disproportionate impact on people of different religions/beliefs as a result of the proposals.	None required
Sex	We do not anticipate that there will be any disproportionate impact on males or females as a result of the proposals.	None required
Sexual orientation	We do not anticipate that there will be any disproportionate impact on people of different sexual orientations as a result of the proposals.	None required
Transgender	We do not anticipate that there will be any disproportionate impact on transgender people as a result of the proposals.	None required

Financial inclusion, poverty, social justice, cohesion or carers	<p>We do not anticipate that there will be any disproportionate impact relating to financial inclusion, social justice or cohesion as a result of the proposals.</p>	<p>None required</p>
Voluntary, community & faith sector	<p>These sectors may be impacted by such a measure if, for example, there is less gritting of the street in which they operate and those who use such services may not be able to easily access them.</p> <p>Alternatively, these sectors may be positively impacted if the street in which they operate is added to the precautionary gritting routes</p> <p>The grit bin proposals could also impact the sectors - either positively or negatively depending on whether a grit bin is added or removed from the street on which they operate. Overall the impact of the grit bin proposals is likely to be negative given that the number of overall bins will reduce.</p>	<p>Our criteria for including roads on the Priority 2 precautionary gritting routes will include bus routes and roads which have a main entrance to services including schools, doctor's surgeries, pharmacies and care homes. It will also include roads with steep gradients with reasonable levels of traffic. This will ensure priority is given to the well-travelled roads which will help to mitigate the potential impacts on this sector.</p> <p>To mitigate against the proposal to halt further recruitment of Snow Wardens we contacted the existing wardens during the consultation process to encourage them to continue to help their community during times of severe wintry weather.</p> <p>We also encouraged the sector to suggest further ways in which they might be able to help mitigate the impacts of the proposal.</p> <p>We targeted this sector by promoting the consultation to a number of local groups which include community groups and faith groups.</p> <p>We also asked Voluntary Action Sheffield (VAS) to promote the consultation to their members.</p>

<p>Other/ additional: Carers</p>	<p>10% of the population in Sheffield provide unpaid care.</p> <p>Carers may be impacted by the proposals as the proposed changes to the gritting routes and grit bins could mean that they are more or less likely to be able to reach those they care for. The impact will depend on whether roads are taken out or added into the routes and grit bins added or removed.</p>	<p>Our criteria for including roads on the Priority 2 precautionary gritting routes will include bus routes and roads which have a main entrance to services including schools, doctor's surgeries, pharmacies and care homes. It will also include roads with steep gradients with reasonable levels of traffic. This will ensure priority is given to the well-travelled roads which will help to mitigate the potential impacts on carers.</p> <p>We will also continue to support the NHS to deliver their own arrangements to critically ill patients identified by clinical staff to hospitals</p> <p>We included questions on the questionnaire to identify people that provide care to others.</p> <p>We also targeted carers for engagement held discussions with the NHS strategic group to gain their views on our proposals.</p>
<p>Other/ additional: Rural communities</p>	<p>The proposals are expected to have an impact on rural communities that are currently on a Priority 2 gritting route, as the review is expected to identify that many of these roads do not meet the criteria for inclusion.</p> <p>These communities are primarily within the North West of Sheffield.</p>	<p>A further way to mitigate the impact of the proposal will be to locate grit bins in places which used to be on the Priority 2 gritting routes, if they meet certain criteria. It is expected that some of these new locations will be in remote rural areas.</p> <p>We also displayed consultation materials at Stocksbridge and Bradfield Parish Councils so members of the public could provide feedback and raised awareness of the proposals in the above communities by promoting them to local groups.</p> <p>We asked Rural Action Yorkshire (RAY) and the Sheffield branch of the National Farmers Union of England & Wales to promote the consultation to local members.</p>

<p>All Groups</p>	<p>Any changes to the Priority 2 gritting routes will be designed such that the resulting gritting network serves the vast majority of people and meets our statutory duties to keep the highway safe.</p>	<p>We will raise awareness of the changes to the winter maintenance service once the consultation is complete and the decision has been made by members by providing public information through online information, social media and road signs, where appropriate.</p> <p>We encouraged all residents and businesses to take part in the consultation and raised awareness of it through a wide variety of means in addition to the above. This includes:</p> <ul style="list-style-type: none"> • Press coverage • Online promotion at sheffield.gov.uk • Twitter promotion @sccstreetsahead • Promotion to staff at partner organisations across the city. <p>We also consulted with South Yorkshire Police, South Yorkshire Fire, and the South Yorkshire Ambulance Service</p> <p>We met with SYPTE to discuss bus routes.</p> <p>We advised University of Sheffield and Sheffield Hallam, Veolia, Capita of our plans.</p> <p>Information was displayed at libraries, First Point Centres and the Town Hall reception.</p> <p>Emails were sent to approximately 3,000 community groups. which represents the Councils usual consultation pool.</p> <p>The consultation opportunities also included providing a consultation telephone number and email address to allow people to ask questions and provide feedback through these, in addition to the questionnaire. This was to encourage those people who felt that they might not be</p>
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		<p>able to participate to participate in an alternative way. The public used these methods and we received:</p> <ul style="list-style-type: none">• 1133 questionnaire responses• 6 petitions• 47 individual contacts either via the dedicated phone number or email address.
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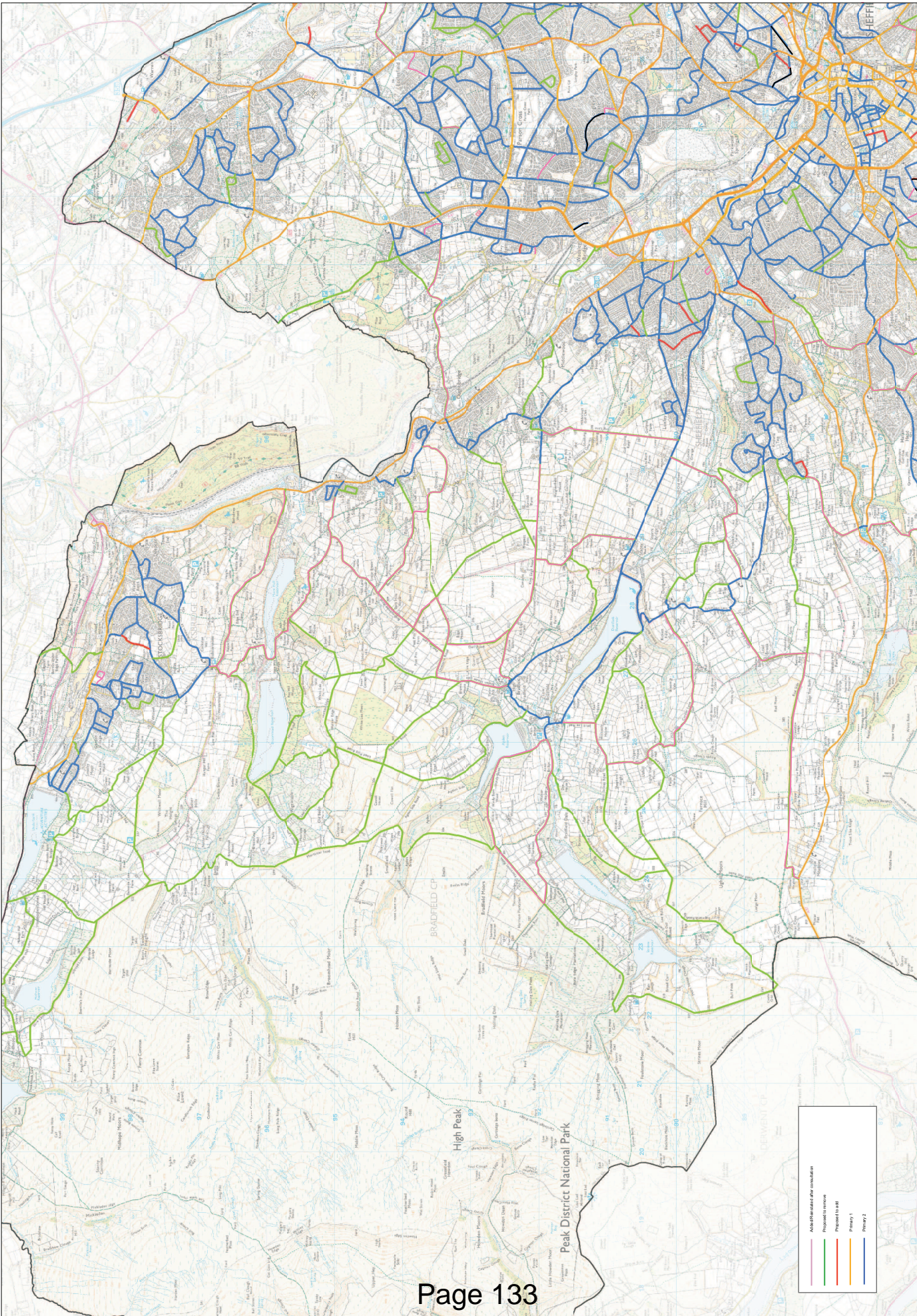
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Street Name	Consultation Response / Review Finding	Reason for Recommendation	Recommendation after post consultation analysis
Hagg Hill	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Bole Hill Road	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Back Lane	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Stephen Hill	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Highcliffe Road	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Rails Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Bingley Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Hopwood Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Hangingwater Road	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Lodge Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Station Lane	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Oughtbridge Lane	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
Lane Head	Add or reinstate as a gritting route	Traffic flow and gradient	Add to gritting routes
St Quentin Drive	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Woodhead Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Alderson Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Maltrovers Terrace	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Rowell Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Storrs Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Lee Moor Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Duke Street	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Brightholmlee Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Chapel Street	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Plumley Hall Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Quiet Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Kent Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Quarry Hill	Add or reinstate as a gritting route	Can't remove due to boundary commitment	Add to gritting routes
Primrose Drive	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Minster Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Morral Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Kirk Edge Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Lumb Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Onesmoor Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Peat Pitts Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Onesacre Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Bolsterstone Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Brown House Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Annet Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Dale Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Thompson House Green	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Mortimer Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Windy Bank	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Mill Lee Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Hoar Stones Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Ughill Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Tinker Bottom	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Sidling Hollow	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Corker Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Game Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Beeton Green	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Rod Side	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Long Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
West Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Holdworth Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Moor Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Southey Hill	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Park Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Midhill Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Heeley Bank Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Whites Lane	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Fitzwalter Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Stafford Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Hickmott Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Riverdale Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Oakbrook Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Osborne Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes

More Hall Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Sunny Bank Road	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Bent Hills Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Raynor Syke Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Acre Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Lumb Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Green Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Long Lane	Add or reinstate as a gritting route	Logistical reason	Add to gritting routes
Coldwell Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Hollins Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Dore Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Worcester Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Rochester Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Rochester Drive	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Blackbrook Drive	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Skew Hill Lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Tetney Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Watt Lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Greno Crescent	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Gerard Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Carrfield Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Gleadless Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Stumperlow Crescent Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Graham Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Gladstone Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Edward Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Victoria Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Button Row	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Johnson Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Wood Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Taplin Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Oakland Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Huntley Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Edale Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Blackbrook Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Everingham Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Herries Place	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Broomgrove Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
St Andrew's Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Union Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Cherry Tree Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Kenwood Bank	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Kenwood Park Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Priory Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Station Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Loicher lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Yew Trees Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Brightholmlee Lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Thorn House Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Carr House Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Fairhurst Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Jack Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
New Mill Bank	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Yew Tree Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Midhurst Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Selborne Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Poole Road	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Mickley Lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
James Street	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Colister Drive	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Jumble Lane	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Halsall Avenue	Add or reinstate as a gritting route	Critical public facility	Add to gritting routes
Delf Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Brightholmlee Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Snaithing Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Common Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Cottage Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Clough Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
School Green Lane	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Springfield Avenue	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Woodholm Road	Add or reinstate as a gritting route	Bus route correction	Add to gritting routes
Gladstone Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Carsick Hill Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Ivy Park Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes
Leader Road	Add or reinstate as a gritting route	Western Access Route	Add to gritting routes

Meersbrook Park Road	Remove from the gritting routes	Duplication of routes	Remove from gritting routes
Argyle Road	Remove from the gritting routes	Duplication of routes	Remove from gritting routes
Spital Street	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Verdon Street	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Carlisle Street	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Victoria Road	Remove from the gritting routes	No longer bus route	Remove from gritting routes
Broomhall Road	Remove from the gritting routes	Doesn't fit criteria	Remove from gritting routes
Samuel Road	Remove from the gritting routes	Wrong bus route	Remove from gritting routes
Park Grange View	Remove from the gritting routes	Wrong bus route	Remove from gritting routes
Park Grange Mount	Remove from the gritting routes	Wrong bus route	Remove from gritting routes
Kilner Way	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Raisen Hall Road	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Birley Moor Drive	Remove from the gritting routes	No longer a bus route	Remove from gritting routes
Twentywell Road	Remove from the gritting routes	Wrong bus route	Remove from gritting routes
Worcester Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Brookhouse Hill	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Blake Street	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Daniel Hill Street	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Upperthorpe	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Upperthorpe	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Grange Mill Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Brincliffe Edge Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Brooklands Crescent	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Whitwell Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Beechwood Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Chestnut Avenue	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Albert Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Marchwood Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Sandygate Park	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Sugworth Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Blindside Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Burton Street	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Bilston Street	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Riggs High Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Holmhirst Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Fraser Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Cairns Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Watt Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Ranmoor Cliffe Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Tapton Park Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Spout Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Cross Park Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Newton Avenue	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Cobden View Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Ribblesdale	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Harrison Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Andwell Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Fulwood Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Harrison Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Gorse Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Firth Drive	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hagg Hill Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Stadium Way	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Broad Oaks	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Stevenson Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Deep Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Mayfield Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
David Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Bushey Wood Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
St Quentin Drive	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Wellfield Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
President Way	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Marstone Crescent	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hallam Grange Rise	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Beacon Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Ranmoor Park Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hangram Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hillsborough Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route

Rivelin Park Crescent	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Midhurst Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Wharnccliffe Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Sheephill Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Redmires Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Bishopcourt Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Woodhead Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Springvale Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Alpine Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Ashberry Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Fir Street	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Cobnar Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Barholm Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Cardoness Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hollin Busk Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Ranmoor Park Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Whiteley Wood Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Stephen Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
New Hall Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Stone Moor Road	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Clay Pitts Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Wincobank Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Brincliffe Edge Close	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Common Lane	Add or reinstate as a gritting route	Doesn't meet criteria	Do not add or reinstate as a gritting route
Hillfoot lane	Remove from the gritting routes	Does meet crieria	Do not remove from the gritting routes



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APPENDIX L

ALTERNATIVE OPTIONS CONSIDERED

Option	Issues	Decision
Reduce the length of the Priority 1 gritting routes	Priority 1 routes keep the City moving as they represent the main strategic road network. Not gritting these roads would cause significant negative economic damage to the City.	Option rejected
Stop precautionary gritting on all Priority 2 routes	Priority 2 routes include many bus routes and roads to key services such as schools, doctor's surgeries, pharmacies and care homes. Completely stopping this service would have a severe impact on the economy and well-being of the City.	Option rejected
Restrict snow clearing service to priority routes only	<p>Snow clearing is carried out in priority order and the service does not move from the priority routes until they are clear and will remain clear. After then, snow clearance is carried out on all other streets.</p> <p>The clearance of snow on all other streets enables people to travel more easily following heavy snowfall. It also supports other Council services such as waste collection, which would be severely restricted without the service.</p>	Option rejected
Remove all/significant numbers of grit bins – to protect funding for precautionary gritting routes	The grit bins offer a service on roads where we do not precautionary grit. To remove all grit bins would disproportionately affect particular areas. We are reviewing the criteria for grit bin provision so we provide grit bins in the most appropriate locations that meet priority needs.	Option rejected
Review Priority 2 routes and the provision of grit bins against reasonable criteria, based on national guidance	<p>We believe that once a set of reasonable criteria is established and then applied, the resulting road network would form an appropriate Priority 2 gritting network. This will support the Priority 1 network and together they will allow most people reasonable access from their homes to a gritted road.</p> <p>This represents the preferred option.</p> <p>By combining the review of the Priority 2 routes with the provision of grit bins we are able to match the two services so if, for example, a road is removed from the gritting routes we can provide grit bins or if a route is added use the grit bins elsewhere</p>	Preferred option

