

## **QUESTIONS AT ANY TIME TO CABINET PORTFOLIO HOLDERS**

Response by the Cabinet Member:

Thank you, Cllr lain, for your questions which I hope I have responded to adequately below.

As a highway authority we have a duty to maintain the highway, so far as 'reasonably practical', whereby it is acknowledged that the level of care required is considered on a risk-based approach. I hope that goes some way to answering your first question.

By definition, an 'unclassified' road is generally of low significance to traffic and is often only of very local importance. That is not always the case, however, and our road hierarchy is not therefore solely based on classification alone. Most roads have a purpose and the risk based approach helps to justify the level of care required.

The proposed saving that you refer to has been placed into future years and is only a broad estimate, as further consideration and detail is still required to be formulated before a specific proposal is presented for consideration. This will not be a decision we would take lightly and would need to be considered and decided upon in the context of other pressures and saving proposals at that time. Any change in policy that may or may not be required would be subject to the normal democratic process.

In respect of impact assessments, they are provided when the proposal is put to the Council. As mentioned above there were no proposals for this budget round therefore impact assessments were not required. Your questions in respect of wear and tear, dust etc will be addressed, if necessary, at the appropriate time.

With regards your query of Welsh Government funding, I would advise that the revenue support grant is a crude tool, with payments made to authorities for roads based upon the network length of urban road lengths, weighted road length (principal roads weighted 3.2, all other roads 1) and traffic flow. We do not foresee any significant impact in this funding with respect of this proposal.