

## Devon County Council AMG Policy & Procedure Combined

### Grass Cutting

#### M.0D.PP.Grass Cutting

Policy and procedures for cutting roadside grass

#### REVISIONS

v.3, 8 April 2015  
Approved by Cabinet  
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Delivery\Maintenance Manual\Grass Cutting  
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## **GRASS CUTTING**

### **1.0 Scope**

Approved policy and procedures for cutting roadside grass.

### **2.0 Statement of Objectives:**

The control of growth on the highway is necessary for the following safety reasons:

- to maintain visibility areas / splays for highway users;
- to provide forward visibility to signs.

Additionally:

- community self help to address local issues over and above the level of service will be encouraged.

### **3.0 Policy to Achieve Objectives**

3.1 Urban roads are generally defined as those within a 20, 30, or 40mph speed-restricted area with a number of surrounding residential or commercial properties or within built up areas of villages and hamlets. However, there are a number of roadside verges within 40mph speed limits, which continue to be considered of a rural nature and are therefore cut accordingly.

The Priority Network consists of winter service priority one salting routes.

3.2 The policy to achieve the County Council's objectives is given below:

Cutting on visibility areas (junctions, laybys and the inside of bends) is undertaken on an 'as needed' basis and the frequency below has proved adequate:

Rural Priority Network - twice or occasionally three times per annum

Rural other roads (excluding maintenance category 12 roads) - once per annum

Urban roads (excluding maintenance category 12 roads) - four times per annum

The Neighbourhood Office is authorised to determine the timing of the cutting and whether the maximum number of cuts is necessary. In a normal growing season the rural cutting commences on Priority Routes during mid-May. Urban cutting usually commences in April. Any cuts additional to the maximum number will be regarded as being for amenity or environmental purposes and will be the responsibility of City, Borough or District Councils. Partnership arrangements for commissioning the highway and amenity work are encouraged where appropriate.

Additional cutting (including other areas) will be undertaken to facilitate other maintenance works for example surface treatment or ditch cleaning. Also to provide forward visibility to essential road signs.

The residual height of rural cutting is 100mm, and urban cuts 40mm.

No early cut is to be carried out on moorland roads where cut bracken may harm animals;

The use of grass growth retarder is not permitted.

