

## PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee – 22 August 2012

**POLICY AND LEVEL OF SERVICE FOR WINTER SERVICE 2012/2013****Report by Executive Director (Environment)****ABSTRACT**

This report recommends the level of service to be provided by the Council for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2012/2013.

**1. RECOMMENDATIONS**

1.1 The Committee is asked to agree that:

- i) the level of service for winter 2012/2013 as outlined in this report be provided using the plant and labour of Tayside Contracts and other Council Services
- ii) the Executive Director (Environment) is authorised to make arrangements outwith the policy and level of service in exceptional conditions such as snow emergencies
- iii) a nightshift gritting and snow clearing service will operate from the Ruthvenfield depot in Perth during the main standby period for a one year pilot. The nightshift gritting and snow clearing service will cover the network of A class roads and early morning bus routes in the Perth area as detailed in paragraph 5.3.
- iv) quad bikes fitted with gritting and snow clearing equipment will be used for a one year pilot to treat footways in the Auchterarder, Braco, Greenloaning, Luncarty, Almondbank and Methven areas in order to ensure that the level of service stated in the winter policy can be delivered in these areas (paragraph 14.3 refers).

**2. BACKGROUND**

- 2.1 The winter maintenance service is provided to ensure that transport links essential to economic and social activity can continue to be used safely throughout most of the winter. However, it is not the intention and is not possible to keep all roads free from ice and snow at all times.
- 2.2 The Council's policy is set out in Report 96/180 "Summary of Council Policies for Roads and Transport" approved by the Roads and Transport Committee on 24 April 1996: (Art. 63/96). It is deemed that this policy is still relevant.
- 2.3 Policy 5 of the above report states that "The Council will operate a priority system of winter maintenance which will, as far as reasonably practicable,

permit the safe movement of vehicular and pedestrian traffic on the more important parts of the road and footway network, taking into account the finance which has been made available. The priority system will be applied uniformly and will, as far as possible, contain costs to an acceptable level”.

- 2.4 The objective of this policy is to enable the Council to comply with its statutory duty as set out in Section 34 of the Roads (Scotland) Act 1984 which states: "A roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads." The policy allows the Council to meet its statutory obligations by providing the most effective winter maintenance service it can within the constraints of its finite resources. During severe weather, the Council will endeavour to keep delays to a reasonable minimum.

### **3. INTRODUCTION**

- 3.1 The staff and the operatives of the Council Services and Tayside Contracts, who provide the service, have demonstrated over the life of the Council, and in particular the last few winter seasons, that they have the experience and expertise to tackle the worst of winter weather. Their commitment to service delivery in difficult circumstances has been widely recognised by the public and the Council.
- 3.2 Within Perth and Kinross there is a variety of arrangements for the Winter Service on Public Roads. Almost 900km of the Council's 2,500km road network is designated as having a high priority for winter service. These priority routes receive precautionary treatment that aims to keep them generally ice-free, although this can never be guaranteed.
- 3.3 The Council also provides a high level of service on priority footways in busy urban areas. Lower levels of treatment are provided on the remainder of the carriageway and footway network, as and when required during normal working hours.
- 3.4 Some very low priority carriageways and footways are normally not treated unless hard packed snow or ice threatens to prevent access for essential services.
- 3.5 In periods of prolonged severe weather, resources are targeted towards keeping a strategic network open. As a result, it can be a considerable time, in some cases several days, before low priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.
- 3.6 The Scottish Government is responsible for the winter service on the 250 km of trunk road network within Perth and Kinross covering the M90, A90, A9 and A85. This service is provided by the two Operating Companies - BEAR (Scotland) Ltd and Scotland TranServ.

- 3.7 Experience of the recent winters has shown that the level of service is generally satisfactory, although severe snow and ice events do fully stretch the available resources.
- 3.8 In some countries where heavy snow is common, people know they will have weeks of snow cover and take their own measures to prepare for it. In addition, businesses and individuals more readily understand the need to help themselves and each other in such circumstances. There is growing evidence that this attitude is becoming a feature in this county, with the recognition that individuals taking reasonable care to look after the safety and convenience of others bear no liability for injuries. Members of the community have a role to play in assisting with snow clearance adjacent to their properties. More information is contained in the section "Publicity and Self-Help". The Council continues to need assistance and support from as many members of the community as possible in order to restore roads and footways to a useable condition as quickly as possible.
- 3.9 While there had been a trend towards milder, wetter winters, there is always the possibility that a severe winter will occur as has happened in three out of the last four winters. It is appropriate to examine the arrangements for dealing with this. However, this has to be done in the context of the likelihood of it happening and other demands on the Council budget.

#### **4. REVIEW OF 2011 / 2012 PERFORMANCE**

- 4.1 At the end of each winter season a review of operations is carried out with stakeholder consultation. Changing weather patterns, resources and personnel constraints mean that the winter service is an evolving service. These reviews seek to provide an acceptable level of service whilst containing costs, improving the work/life balance for personnel and complying with EU working time directives.
- 4.2 It should be noted that containing costs brings with it a risk of resources being fully stretched when adverse weather is encountered especially if this occurs early or late in the season, coinciding with the reduced level of vehicles available.
- 4.3 The winter of 2011/12 was fairly mild in relative terms to the previous two winters with significant snowfall being recorded on only two occasions. The relatively low salt usage figure of 15344 tonnes of salt and the lower number of gritting and snow clearing treatments carried out during last winter also reflect the low incidences of snow fall and ice formation. 2011/12 was however a similar winter season to that experienced in 2008/09.

#### **5. THE LEVEL OF SERVICE AND THE PRIORITY SYSTEM**

- 5.1 All roads and footways in Perth and Kinross are categorised according to their relative importance. The limited resources are allocated to ensure that the safety of the public is maximised and that accessibility is maintained on the

most heavily used roads and footways. However severe snow events may prevent access at times.

- 5.2 The policy in place is designed to deal with a 'normal' winter and resources will always be tested in severe events. The severe weather in the 2010/11 winter, highlighted that resources are not sufficient to give a uniform level of service across the full 900km of Category 1 network in severe snow conditions, and resulted in action being taken to direct resources to the most important parts of this network. The most important routes within the Category 1 network were designated Category 1a, and the remainder of the Category 1 routes as Category 1b in advance of winter 2011/12. De-icing operations, Category 1a and 1b will be combined but in severe snow conditions priority will be given to Category 1a, as listed in Appendix 3. This was never tested in 2011/12 but will remain for 2012/13.
- 5.3 For winter 2012/13 a nightshift gritting and snow clearing service will operate from the Ruthvenfield depot in Perth during the main standby period. This is a cost neutral option as the additional cost of operating this nightshift will be offset by savings made as a result of reductions in the amount of early morning crews reporting and early morning de-ice treatments. The nightshift will enhance the service available and provide additional flexibility in the highly populated Perth area. It will operate Sun/Fri however in severe snow conditions it will operate 7 nights per week. It will assist in limiting driver hours commitments and work/life balance issues.
- 5.4 Winter maintenance staffing levels are now such that most of the operatives are on a duty rota on two weeks out of three throughout the main winter period. The proposal is to alter the commitment to improve the work/life balance and ensure compliance with the Working Hours Directive. There will remain a commitment of 12 staff per week but only 4 on full standby and 8 on early start. It is estimated this may also save £200 per week through the 11 week winter period.
- 5.5 This will operate as a pilot for winter 2012/12 and be reviewed at the end of the season.
- 5.6 The level of service generally complies with the recommendations laid down in "Well Maintained Highways" the UK Code of Practice for Highway Maintenance Management, and is summarised in Appendices 2a and 2b.

## **6. THE PERIODS OF COVER**

- 6.1 Cover will be provided between 8 October 2012 and 15 April 2013. Appendix 1 details the standby cover available over this period. The control room facility with officers working from home outwith normal hours will operate over this full period.

## **7. THE HOURS OF COVER**

- 7.1 These are the times of the day during which the agreed level of service will be provided if actual or predicted weather conditions dictate that treatment is required. However in periods of prolonged severe weather, this level of service is often not achievable given the need to ensure that the small pool of operatives are not overstretched and are given adequate (statutory) rest breaks. The use of category 1a and 1b should ensure that the policy is easier to achieve. (The Hours of Cover are as detailed in Appendices 2a and 2b.)

## **8. THE PRIORITY ROUTE SYSTEM**

- 8.1 This defines the relative priority for treatment that will be given to various categories of roads and footways.
- 8.2 It is inevitable that choices have to be made about where finite resources should be directed first. The system is based upon the targeting of resources at areas regarded as having the highest priority, with the lower priorities following in turn. The higher priority routes are defined by their importance in strategic and local terms. The priorities have been determined in consultation with elected members and others representing local interests. Risk assessments have also been carried out on the main A, B and C class roads network.
- 8.3 In severe weather conditions, the higher priority routes may have to be treated several times before resources can be diverted to lower priority routes. There is little point in clearing less important routes if the more important roads to which they give access have not been cleared.
- 8.4 In severe conditions in low usage areas, treatment may be restricted to clearing only the carriageway or one footway. Restricting the activity in this way will help to ensure that the limited resource is as widely spread across communities as possible

## **9. THE RESPONSE AND TREATMENT TIMES**

- 9.1 These are targets for the commencement and completion of treatment for de-icing treatment during the full cover period.
- 9.2 **Response Time:** 1 Hour - the maximum time between the decision to begin treatment and vehicles leaving the depot. (For un-planned activities this includes calling operatives from home).
- 9.3 **Treatment Time:** 2.5 Hours – this is the maximum treatment time for a priority route in the main cover period.
- 9.4 **Target Completion Time** - during the main cover period the target completion time for routine morning de-icing of Category 1a & 1b carriageways is 07:30 (09:00 on Sundays and nationally recognised public holidays). The treatment time in severe weather conditions will be longer. As soon as snow falls it takes at least twice as long to complete treatment, as

vehicles need to travel more slowly and ploughing must be done in both directions. Having introduced category 1a and 1b routes, in times of heavy snow it is expected that this policy will be more realistic to achieve.

## **10. FOOTWAYS**

10.1 Footways receive treatment according to their usage and importance in the public road network. Based on this assessment: -

- Category 1 priority footway will be treated on seven days per week, with extended hours on weekdays. However, it is proposed that no footway treatment be carried out on Christmas Day and New Year 's Day as, in general, shops are not open on those days.
- Category 2 routes on five days per week (Monday to Friday).
- Category 3 routes comprise footways which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each footway treatment route will be arranged so that the most important parts are treated first, whilst taking account of operational efficiency.

10.2 In most areas, the footway on one side of the road only may be treated. This releases resources to provide earlier treatment in other areas.

## **11. PUBLICITY AND SELF HELP**

11.1 Press articles and a feature in the Council newspaper will publicise the Council's Winter Service policy. The information will also be posted on the Winter Service pages on the Council's web-site.

11.2 The publicity will remind the public that spells of severe weather will stretch the available resources of the Council. In such circumstances roads could be blocked and there may be periods when it will be impossible to travel even short distances on foot or by road. The publicity will emphasise that people should not travel in such conditions. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition and hopes to build on the excellent community spirit which already exists.

11.3 In this vein, given that in severe weather conditions all of the Council's resources can be stretched, the publicity will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them.

11.4 Stakeholder feedback from the last two winters has highlighted this excellent community spirit already in place which was applauded. Communities intimated a desire to help themselves and officers have consulted with various stakeholders, including Community Councils and other interested community groups. It is hoped to build on support for interested/able local people willing to treat sections of footway that the Council cannot ordinarily treat.

## **12. SALT**

- 12.1 Salt conservation measures were not required in 2011/12. This is a UK-wide agreement managed by the Scottish Government for Scotland and reported nationally to Westminster. This Council remain committed to reporting and complying as required.
- 12.2 For 2011/12 the salt order was increased to almost 24,000 tonnes and this level of salt stock will be maintained for winter 2012/13. Due to the sale of Duchlage Road Depot in Crieff, an alternative temporary salt storage area has been secured in Innerpeffrey pending the construction of a covered storage facility at North Forr, Crieff.
- 12.3 Salt starts to lose its effectiveness at temperatures below approximately -5°C to -7°C. The addition of sand assists to provide traction whilst awaiting the temperature rise that permits the salt to work in conjunction with the crushing effect of traffic. Salt itself lying on hard packed ice/snow is similarly less effective than a salt/sand mix.

## **13. GRIT BINS**

- 13.1 The Council currently provides in excess of 1100 grit bins. This large number reflects the Council's desire to encourage self-help and its decision not to treat some minor roads routinely.
- 13.2 As there is a finite resource for filling grit bins in severe snow conditions there is a limit on the number of bins that can be serviced. In order to contain costs within the finite budget allocation, the criteria used to assess their justification have to be applied consistently. Grit bins are generally provided on steep gradients, tight bends, steps or in some special cases where there is a specific community need. They are normally not provided on routes which are treated routinely. These will generally be filled with a salt/sand mixture, but when salt conservation measures are required, will be filled with grit only.
- 13.3 Grit bins are provided for use on public roads and not on private areas. Private occupiers should purchase salt from DIY stores and builders merchants for use on their own properties.

## **14. FARMERS ASSISTANCE SCHEME**

- 14.1 There are currently voluntary arrangements with over 80 farmers to whom the Council supplies snow ploughs in return for which they undertake to fit them on their own vehicles to clear snow on specified lengths of public road as well as to clear their own private roads. These arrangements cover about 300km of road, which is just under 10% of the overall Council road network.
- 14.2 In addition some of these farmers have indicated that they are available to be employed in severe conditions to undertake snow clearing of additional lengths of road. These farmers are called on for Orange Alerts as the earlier these additional resources are utilised the greater the visible benefits are.

- 14.3 It is intended to extend the scheme to include 2 quad bike operatives who have shown willingness to treat footways in Auchterarder, Braco, Greenloaning, Luncarty, Almondbank and Methven areas. They will operate under the same terms as the self help scheme but importantly this is an extension to the footway service that has not previously been considered. This will be monitored over the winter for effectiveness/value and potentially extended in future years if benefits are demonstrated.
- 14.4 Other opportunities, such as golf clubs, will also be explored to facilitate snow clearing and this will again be monitored over the course of next winter.

## **15. CO-ORDINATION BETWEEN COUNCIL SERVICES**

- 15.1 The Executive Director (Environment) is responsible for co-ordinating winter maintenance activities on all roads and footways. These arrangements worked well again last year, providing a consistent and effective level of service throughout Perth and Kinross.
- 15.2 The convening of the Incident Management Team during severe snow conditions, will involve Council-wide priorities, rather than just roads priorities to ensure quick action. This involves all Council Services, as well as Tayside Contracts who are now in a Road Maintenance Partnership with Perth and Kinross Council.

## **16. TAYSIDE CONTRACTS PLANT**

- 16.1 Two small demount gritting bodies attached to existing pick-ups will be in place for winter 2012/13. A number of comments were made in 2011/12 that the large gritters could not effectively operate in many streets and these gritting bodies will enhance the service possible for Winter 2012/13. These were approved in advance of 2011/12 but could not be supplied.
- 16.2 A new longer lasting type of plough blade rubber was trialled in winter 2011/12 but minimal snow conditions were experienced. Although the use of this new type of plough blade rubbers was limited due to the small amounts of snow that fell it is considered to be an effective new item of plant and will continue to be assessed during winter 2112/13.

## **17. WEATHER FORECASTS**

- 17.1 A new weather forecast contract will be in place for winter 2012/13 and is for a three year period with a further two year option to extend. The weather forecast provider will not be determined until September 2012 and will be a joint contract between Perth and Kinross Council, Dundee City Council, Angus Council, Fife Council, Moray Council, Aberdeen City Council and Aberdeenshire Council. The procurement process is being managed by the Tayside Procurement Consortium.



## **18. ICE EARLY WARNING SYSTEM (IEWS)**

- 18.1 The IEWS is a series of automatic weather and road condition detection stations located on the road network. It provides local information to assist staff make decisions on when, or whether, roads require to be treated. The weather forecast supplier also obtains data from the system to allow 'site specific' forecasts to be formulated daily.
- 18.2 The Vaisala system comprises six Ice Early Warning Stations located at Amulree (A822), South Persie (A93), Rosefield (A94), Gelvan (A977), Craggantoul (A827) and Kinloch Rannoch (B846). In addition, the Council has arrangements in place to access information from eight Vaisala outstations on the trunk road network within Perth and Kinross and two outstations across the boundary into Dundee and Angus.
- 18.3 The original four stations were installed in 1997 with a suggested lifespan of ten years, although stations can work satisfactorily beyond this. The electronics and instrumentation in the stations at Amulree and Rosefield have been replaced following breakdowns in mid winter and the stations at South Persie and Gelvan stations were replaced prior to the 2009/10 winter. The Amulree and Rosefield stations are currently being upgraded to provide modern connectivity to the Vaisala bureau, similar to that at South Persie and Gelvan.
- 18.4 Two additional IEWS are being installed at Craggantoul and Kinloch Rannoch along with an additional camera on the A93 Glenshee at the ski centre snow gate – as approved in the 2011/12 Committee Report. As well as providing improved data, the reduced demand on staff will give the opportunity to implement standby arrangements that avoid the need to work such long hours as detailed in paragraph 5.5.

## **19. EMERGENCIES/SPECIAL CIRCUMSTANCES**

- 19.1 The Committee agreed in September 1997, that in special circumstances such as exceptional snow emergencies, the Executive Director may authorise working arrangements outwith the policy and level of service.
- 19.2 Situations occur which require that restrictions on hours, routes, employment of contractors etc. should be relaxed, in order to deal more effectively with the emergency. This is allowed and controlled by a system of 'Alerts'. In serious situations, either an Orange or Red Alert can be authorised, to allow working arrangements outwith the 'normal' policy. A Blue alert is called operationally to mitigate a potentially short term hazardous situation.
- 19.3 In severe conditions, the Farmers Assistance Scheme offers an effective snowploughing capability which can be of great benefit if deployed at an early stage. Discretion to deploy farmers snowploughs is included within the terms of an Orange Alert and Red Alert.

## **20. THE ROLE OF ELECTED MEMBERS**

- 20.1 The only major change proposed to the winter maintenance level of service is the nightshift. However Elected Members have again been given the opportunity to become involved in agreeing the categories with the Deputy Roads Maintenance Manager. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.
- 20.2 As local circumstances, and travel patterns change, winter maintenance categories are subject to change and Elected Members have a role in identifying and agreeing such changes. However the resources available to carry out winter maintenance are finite, so if the relative priority of a road or footway is to be raised then that of another road or footway within a particular Ward, must be reduced.

## **21. COMPLAINTS AND CONSULTATION WITH STAKEHOLDERS**

- 21.1 The Council will always receive complaints about the winter maintenance service due to high public expectations, limited available resources and the vagaries of the weather. A distinction has to be made between complaints related to proven failures to meet the approved level of service and complaints regarding the policy.
- 21.2 At the end of the 2011/12 winter, comments were invited from Elected Members and from Community Councils.
- 21.3 Responses were received from 31 individuals or groups and the table below lists the principal issues raised with appropriate responses alongside. Within available resources, it is possible to address some but not all of these issues.

<b>Comment</b>	<b>Response</b>
Grit bins and grit heaps not replenished quickly enough in severe weather	Lists of suitable additional contractors, which are willing to participate, will be drawn up to augment the efforts in replenishing grit bins and heaps in Red Alert situations. However, resources will continue to be stretched in severe conditions.
Concerns raised that the level of winter service has dropped in the Kinross-shire area since Tayside Contracts stopped using Turfhill's Depot	Whilst Tayside Contracts no longer work operationally from the depot for roadworks purposes (since October 2010) the winter provision has remained unchanged with drivers reporting direct to the depot to start their gritting operation.
Grit piles replaced with grit bins as wildlife were eating the grit.	It is not Council policy to place grit bins in rural areas due to the intrusive visual aspect and sheer number of heaps placed.

## 22. CONSULTATION

- 22.1 The Chief Executive, the Head of Legal Services, the Head of Democratic Services, the Head of Finance, the Executive Director (Housing & Community Care), the Chief Constable, the Managing Director of Tayside Contracts and Elected Members have been consulted in the preparation of this report.

## 23. RESOURCE IMPLICATIONS

- 23.1 The following table illustrates the pattern of expenditure in recent years:

Year	Budget	Standing Charges	Operating Costs	Outturn Cost
2003/04	£2.653m	£1.337m	£1.346m	£2.683m
2004/05	£2.826m	£1.359m	£1.241m	£2.600m
2005/06	£2.911m	£1.378m	£1.477m	£2.855m
2006/07	£2.888m	£1.275m	£1.086m	£2.361m
2007/08	£2.888m	£1.433m	£1.202m	£2.635m
2008/09	£2.888m	£1.549m	£1.966m	£3.515m
2009/10	£2.888m	£1.752m	£3.333m	£5.085m
2010/11	£2.795m	£1.794m	£4.169m	£5.963m
2011/12	£2.795m	£1.776m	£1.765m	£3.541m
% <sup>age</sup> diff 2003 - 2011	+ 5%	+ 32%	+31%	+31.5%

- 23.2 The costs of providing a winter service is split into 2 distinct areas:

- Standing Charges – these are the costs involved in having specialised plant, depots, hired plant and standby personnel etc to provide the service and are effectively “up front” costs incurred irrespective of weather conditions.
- Operating costs – cover the cost of fuel, routine repairs, salt, grit sand and the actual cost of paying staff and operatives to provide the service.

Since 2003/04 operational efficiencies and good management have maintained the level of service provision and in terms of self help grit bin provision - has actually increased. As demonstrated in the above table over this period Standing Charges have increased in the region of 32% whilst Operating costs have risen by 31%.

It is the operating costs that are particularly dependent on actual weather conditions and, as such, are less manageable. The table in paragraph 4.3 details the actual treatments carried out in the Council area and shows that winter 2011/12 has required comparable levels of treatment as previous “normal” winter seasons. The temperatures may

not have been so low, or for such prolonged periods, but the wet/damp weather and marginal temperatures - days/nights when at, or near, zero degrees therefore needing treatment to prevent ice forming - have been frequent.

- 23.3 The actual expenditure on the winter service will be dependent upon the severity of the weather throughout the winter and other emergencies throughout the year. This will be closely monitored and reported regularly to the Strategic Policy & Resources Committee.

## **24. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012**

- 24.1 The Council's Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:-

- (i) A Safe, Secure and Welcoming Environment
- (iii) A Prosperous, Sustainable and Inclusive Economy

## **25. EQUALITIES IMPACT ASSESSMENT (EqIA)**

- 25.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.

- 25.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:

- (i) Assessed as relevant and actions taken to reduce or remove the following negative impacts:
  - There are finite resources which limit the amount of treatment which can be carried out.

- 25.3 Assessed as relevant and the following positive outcomes expected following implementation:

- a) The Winter Manual will have a list of priorities for snow clearing in a Red Alert which will include giving priority to clearing bus stops and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.
- b) Publicity information on the Winter Service distributed to all households via the Council Newspaper, local media and [www.pkc.gov.uk](http://www.pkc.gov.uk) will recommend that members of the community should look out for vulnerable community members and see if they can provide any

assistance to them. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition.

## **26. STRATEGIC ENVIRONMENTAL ASSESSMENT**

- 26.1 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 26.2 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and pre-screening has identified that the PPS will have no or minimal environmental effects. It is therefore exempt and the SEA Gateway has been notified.
- 26.3 The reasons for concluding that the PPS will have no or minimal environmental effects is that over the years the roadside verges have already been impacted and have adapted, resulting in vegetation, particularly grass, which is tolerant to the salt. It is not anticipated that there will be any long-term, frequent, permanent or cumulative environmental effects, or impacts on areas of high biodiversity or cultural heritage value, as a result of the policy.
- 26.4 Perth and Kinross Council also has the following mitigation measures in place to ensure there is minimal environmental effect as a result of the Winter Service Policy including:
- Salt Management – gritters are calibrated and data from IEWS system and the specialist weather forecast enables treatment to be targeted at the areas that require it.
  - The majority of the salt storage is in buildings or covered in tarpaulins in locations which have been approved by SEPA, thus helping to prevent leaching into the ground.
  - Discharge of surface water from new developments addresses the potential environmental effects to prevent pollution.
  - The Winter Service is reviewed on an annual basis to take account of changing climatic factors and planning for extreme weather events.

## **27. CONCLUSION**

- 27.1 The winter maintenance service should be delivered as outlined in this report.

**JIM VALENTINE  
EXECUTIVE DIRECTOR (ENVIRONMENT)**

### NOTE

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.

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# PERIODS OF COVER 2112 / 2013

## Appendix 1

Instructions on reporting times for Nightshift crews Sunday to Friday, early start crews Monday to Friday and standby crews 7 days per week , will be issued by Roads Maintenance Partnership Staff during the previous day

Period	Standby operated							
(All changes take place at 12 noon)	South			North			Total	
	Perth	Kinross	Crieff	Blairgowrie	Aberfeldy	Blair Atholl		
8 October – 22 October	0	0	0	0	0	0	0	Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby
22 October – 19 November	3	1	1	3	2	1	11	Lead in period limited system – reduced cover
19 November – 18 March	6	2	3	6	2	3	22	Main standby system – full cover
18 March - 1 April	3	1	1	3	2	1	11	Lead out period limited system – reduced cover
1 April – 15 April	0	1	1	1	0	1	4	Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby

## WINTER MAINTENANCE- LEVEL OF SERVICE &amp; PRIORITY SYSTEMS 2012 / 2013 (CARRIAGEWAYS)

Category	Definition	Routes (examples)	Length (km) Indicative Only	Hours of Cover	Service Provided
Nightshift routes	The most important strategic routes and early morning bus service routes in the Perth area	A class roads network and early morning bus routes in the Perth area	83	Sunday to Friday 23:00 – 08:00 During the full cover period As per category 1a route cover times during lead in and lead out periods	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.
1a	Other strategic routes carrying large volumes of traffic and connecting main centres of population outwith the Perth area	A977, A94, A91, A913, A926, A93 Perth – Blairgowrie A923 Blairgowrie – Tullybaccart A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry (For full list see Appendix 3)	193	Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.
1b	Other strategic routes connecting larger communities and other main rural roads. Roads leading to important or sensitive locations such as hospitals or fire stations.*	A93 Blairgowrie – Glenshee A923 Blairgowrie - Dunkeld A827 Aberfeldy - Killin A822 Crieff - Dunkeld A823 (part), A824 (part), A912 (part), A923 (part), B9097, B920, B934, B935(part), B996, Perth City Bus Routes, B867, B9099, B947, B953, B8079, A924, B846, B8019, B898.	645	Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)	In ice and snow conditions or <u>pre-salted</u> when ice or snow is forecast and roads are not dry.  In severe snow conditions, Category 1b routes will be treated after Category 1a
2	Minor rural roads serving small settlements or a significant number of rural properties. Secondary distributor/local roads in settlements. Other urban or rural roads with special difficulties such as steep gradients.*		1310	08:00-15:00 Monday -Friday	In ice and snow conditions only, no <u>pre-salting</u>
3	Rural roads serving no or small numbers of isolated properties. Local access roads in settlements within easy reach of local distributor roads.	This will include most residential streets with only local traffic	210		<u>Not normally treated</u> unless there is hard, packed rutted snow on these roads with road surface temperatures below zero and treatment of all other categories has been completed
4	Rural public roads serving no habitation which because of their altitude, alignment and width cannot reasonably and safely be treated using normal winter maintenance plant.  Private (unadopted) roads which are not the responsibility of a Council service and which are not considered to have a wider community use.	U159 Kenmore – Garrows (Kenmore Hill). U161 Bridge of Balgae – A827 at Loch Tay.	8  14	Not treated	Not treated.

\* Service Bus routes have been included in categories 1a , 1b & 2 to ensure their comprehensive coverage.

\*\* Light snow to 20mm - 4 hours is the likely minimum treatment time in snow conditions and cannot be regarded as a definitive target.



## WINTER MAINTENANCE - LEVEL OF SERVICE &amp; PRIORITY SYSTEMS 2012 / 2013 (FOOTWAYS)

Category	Descriptions	Examples	Length (km)	Hours of Cover	Service Provided	Response Time	Target Treatment Times (Priority Routes)	Target Post Gritting / Snow Clearance Time
1	Main shopping areas, main arterial footways, busy feeder footways and footways leading to community centres and centres of employment.	Perth, Aberfeldy, Auchterarder, Blairgowrie, Crieff, Kinross, Pitlochry, Alyth, Bridge of Earn, Coupar Angus, Dunkeld, Milnathort and Scone.	N/A	0630-1800 Mon-Sat 0800-1600 Sun and nationally recognised public holidays	In snow and ice conditions	1 hour	N/A	6 hours
2	As above plus Other footways with significant usage.	As above plus Abernethy, Aberuthven, Almondbank, Balbeggie, Bankfoot, Blackford, Braco, Burrelton Caputh, Comrie, Glencarse, Glenfarg, Inchtute, Longforgan, Luncarty, Methven, Muthill, Powmill, Meigle, Stanley	N/A	08:00-15:00 Monday -Friday	In snow and ice conditions	as soon as possible after Cat 1	N/A	N/A
3	Less well used footways and footways where a feasible alternative route exists		N/A	08:00-15:00 Monday -	Not normally treated. Only treated in prolonged snow and ice conditions if time and resources permit, and after successful treatment of higher priorities	N/A	N/A	N/A
4	Footways which are not the responsibility of a Council Service and which are not considered to be important in the footway network		N/A	N/A	Not treated	N/A	N/A	N/A

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.  
 No footway treatment on either 25<sup>th</sup> December 2011 or 1<sup>st</sup> January 2012

## Category 1a Carriageway Routes

Route	Description
A822	Crieff to Greenloaning
A823	Auchterarder to Junction with A822
A824	Auchterarder to Aberuthven
A827	Aberfeldy to Ballinluig
A91	Yetts o' Muckart to Strathmiglo (through Kinross)
A911	Kinross to Fife Boundary at Auchmuirbridge
A912	Edinburgh Road, Perth to Fife Boundary
A913	Aberargie to Newburgh
A923	Blairgowrie to Angus Boundary near Lundie
A924	Through centre of Pitlochry
A926	Blairgowrie to Angus Boundary near Craigton
A93	A94 junction in Perth to Blairgowrie
A94	Perth Bridge to Angus Boundary near Meigle
A977	Kinross to Blairingone
B954	Alyth to Angus Boundary near Newtyle
B996	Kinross to Fife Boundary
	<b>The following roads in Perth City</b>
A93	Glasgow Road - Broxden to Caledonian Road York Place, County Place, South Street, Queens Bridge
A85	Dundee Road - from Toll House, Dundee Road, Gowrie Street, Perth Bridge to Charlotte Street
A85	Barrack St and Dunkeld Road to Crieff Road
A85	Crieff Road - Dunkeld Road to Newhouse Road Roundabout
A912	Dunkeld Road - Crieff Road to Inveralmond Roundabout
A989	Tay Street, Marshall Place, Kings Place, Leonard Street, Caledonian Road, Atholl Street, Charlotte Street Newhouse Road, Burghmuir Road, Jeanfield Road, Long Causeway Manse Road, Hatton Road, Corsie Hill Road, Muirhall Road, Lochie Brae