

## PERTH AND KINROSS COUNCIL

## Environment Enterprise and Infrastructure Committee

6 September 2017

## Policy and Level of Service for Winter Service 2017 / 2018

## Report by Director (Environment)

**PURPOSE OF REPORT**

This report recommends the level of service to be approved by the Council for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2017 / 2018, using plant and labour resources of Tayside Contracts and other Council Services.

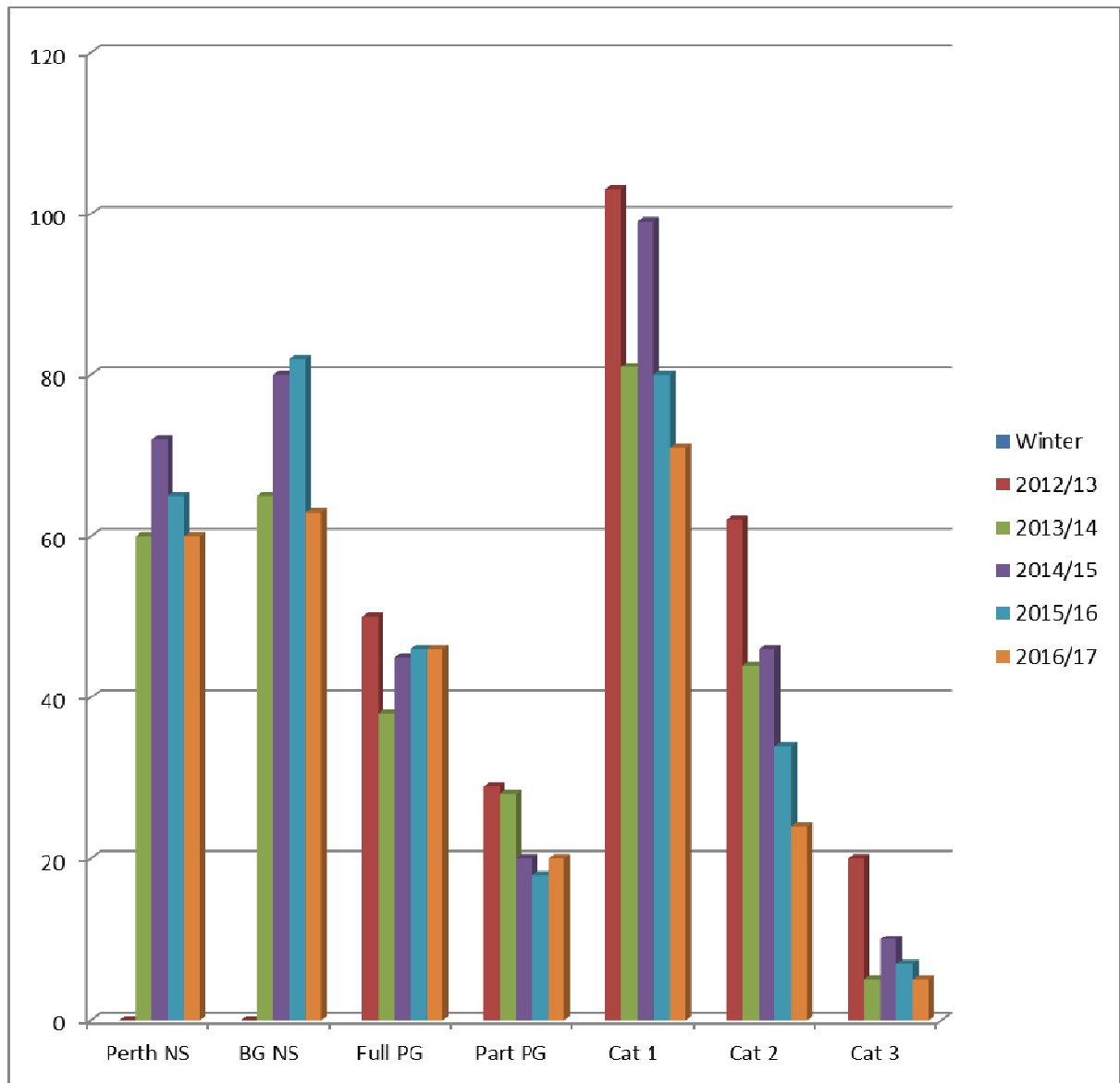
**1. BACKGROUND / MAIN ISSUES**

- 1.1 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.
- 1.2 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.
- 1.3 Some very low priority carriageways and footways are normally not treated, unless hard packed snow or ice threatens to prevent access for essential services.
- 1.4 In periods of prolonged severe weather, resources are targeted towards keeping strategic roads and footways network open. As a result, it can be a considerable time, in some cases several days, before lower priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.
- 1.5 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 Operating Company - BEAR (Scotland) Ltd.
- 1.6 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.

- 1.7 One of the last five winters has seen severe winter weather affect the Perth and Kinross Council roads and footway network. The 2016/17 winter was generally a mild winter comparable with 2013/14. This can be seen in the table of statistics on pages 4 and 5 of this report.
- 1.8 It is worth noting that pre-grits, which is a precautionary treatment carried out in advance of overnight forecast conditions, is broadly the same no matter the severity of weather experienced.
- 1.9 It is always, however, appropriate to review and evaluate the arrangements for dealing with winter. This requires to be done in the context of the likelihood of severe weather happening, as well as other demands on the Council budget.
- 1.10 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 management reviews seek to provide an acceptable level of service while containing costs, complying with EU working time directives and managing the work/life balance for personnel.
- 1.11 The proposals in section 2 show proposed changes to last winter reflecting the above considerations.
- 1.12 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. Perth and Kinross continue to provide a reduced level of vehicles during the lead in and lead out periods. This reduces our resilience levels for responding to severe snow or ice events during these periods. If required, volunteers will be sought to supplement resources to react to any unseasonal severe weather over this period.

## Statistics

<b>Perth and Kinross Council Roads Maintenance Partnership</b>						
<b>Winter maintenance statistics for winters 2012 - 2017</b>						
<i>Winter</i>		2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17
<b><u>Number of treatments</u></b>						
<b>Perth night shift priority routes gritted</b>		0	60	72	65	60
<b>Blairgowrie night shift route gritted</b>		0	65	80	82	63
<b>Pre grits (cat 1)</b>	<i>Full pregrit to all of network</i>	50	38	45	46	46
<b>Part pre grits</b>	<i>Part of network pregritted only</i>	29	28	20	18	20
<b>De-ice or snow clearing on Cat 1 roads</b>		103	81	99	80	71
<b>De-ice or snow clearing on Cat 2 roads</b>		62	44	46	34	24
<b>De-ice or snow clearing on Cat 3 roads</b>		20	5	10	7	5
<b>De-ice or snow clearing on footways</b>		68	15	27	23	11
North and South combined						
<b>Number of snow days</b>		51	24	42	37	29
Snow clearing operations carried out on at least 50% of the PKC network of roads						
<b>All crews stood down (number of times)</b>		22	20	20	10	8
<b>Some crews stood down (number of times)</b>		40	39	32	28	24
Crews stood down in North and South on same counted as one event.						
<b>Crews called out from home</b>		15	12	12	5	5
Number of times. North and South combined Both areas called on same day counts as one.						
<b><u>Alerts called</u></b>						
<b>Blue</b>		16	2	10	6	5
<b>Orange</b>		16	2	8	3	2
<b>Red</b>		0	0	0	0	0
<b><u>Salt usage (Tonnes)</u></b>						
<b>Carriageway</b>		23,716	13,534	21,212	21,300	13,301
<b>Footway</b>		<i>inc</i>	<i>inc</i>	<i>inc</i>	<i>inc</i>	<i>inc</i>
<b>Grit sand</b>		6368	505	1083	466	965
<b><u>Failure to meet level of service</u></b>						
<b>Vehicle breakdown</b>		7	16	21	7	11
<b>Other</b>		6	4	4	0	3



*Graphical representation of total number of treatments carried out during winter 2017 / 2018  
 NS = Night shift route PG = pre grit Cat 1 = Priority routes Cat 2 = Non priority routes  
 Cat 3 = routes not normally treated unless conditions are severe - see Appendix 2a for full  
 description of route hierarchy*

- 1.13 Vehicle breakdown numbers increased on the previous winter due, in part, to modern vehicles requiring more “main dealer input” to resolve faults (mainly electrical), with the main dealer being less reactive to the winter priority than Tayside Contracts own workshop. In addition, the vehicles are running longer hours. For example; currently 2 nightshift vehicles are covering 4 routes that previously each had a dedicated vehicle. This wear and tear increases breakdown frequency. This will continue to be an issue as we reduce plant year on year, with no spare vehicles, to reduce standing charge costs.

## **2. PROPOSALS**

- 2.1 All roads and footways in Perth and Kinross are categorised according to their relative importance. The finite 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.
- 2.2 The policy in place is designed to deal with a typical winter and resources will always be tested in snow events. During prolonged periods of snow, the most important routes within the Category 1 network, now designated Category 1a, will be prioritised for gritting and snow clearing treatments, as listed in Appendix 3.
- 2.3 It is proposed to continue to carry out de-icing treatments on the Perth and Blairgowrie nightshift routes for winter 2017 / 2018, using a brine solution instead of traditional rock salt. This will continue to give savings of around 30%.
- 2.4 In addition to the brine saturator equipment previously in place at the Ruthvenfield depot in Perth, an additional brine saturator unit has been installed at the Blairgowrie depot. This allows brine treatment to be carried out on the nightshift carriageway route operating from Blairgowrie, with associated cost savings for carriageway de-icing treatments.
- 2.5 It is similarly proposed to continue de-icing treatments on Perth city centre, North Muirton, Bridge of Earn, Milnathort and Kinross footway routes using the same brine process, as this worked well last winter.
- 2.6 The Blairgowrie footway route will also be treated with brine for winter 2017/18.
- 2.7 As well as the cost saving on footway de-icing treatments in comparison to using rock salt, brine treatment of footway routes also lessens the impact of rock salt lying on footways causing problems for local businesses. Feedback received from Perth city centre businesses was very positive in relation to the brine treatment carried out last winter.
- 2.8 Brine treatment on the footways also enables a longer length to be treated without refilling the gritter. This, in turn, reduces “downtime” waiting for the reload vehicle to attend.
- 2.9 It is also proposed to introduce two additional night shift gritting routes for the winter 2017/18, covering A class roads operating out of the Kinross and Crieff depots during the main standby period. The introduction of these two additional night shift routes mitigates loss in resilience as a result of resource constraints.

- 2.10 Evaluation and costing of the two new night shift routes, plus previous experience of operating the current night shift routes, has shown a small increase in our operating costs on these routes. However, the benefits gained through working on the strategic road network overnight, especially during severe de-ice and snow events, offsets the costs through allowing resources to carry out treatments to the rest of the roads network more efficiently. In addition to this, by extending the night shift treatment model for winter 2017/18, savings will be accrued on standby costs and early morning reporting costs.
- 2.11 It is also proposed to introduce a night control, staffed on a rotational basis, to manage and monitor the nightshift operation. The night control will monitor conditions, amend instructions previously given based on forecast, and deploy resources as required by the conditions following completion of planned routes. In addition during periods of mild weather, when no winter treatment is required, the night control will instruct and monitor the crew on routine maintenance activities as required. This night control will realise a small saving of £5000 per annum and staff will not be required to work from 4am through to 5pm to manage the winter service.
- 2.12 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. Appendix H of “Well Maintained Highways,” which covers winter maintenance operations and treatments, makes general assumptions and recommendations.
- 2.13 Cover will be provided between 9 October 2017 and 8 April 2018. Appendix 1 details the resources available over this period. The PKC winter control will operate over this full period.
- 2.14 Appendix 1 also details 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 pool of operatives are not overstretched and are given adequate (statutory) rest breaks. This is particularly evident during the lead-in/lead-out period, weekends or public holidays, when a reduced number of relief drivers are available.
- 2.15 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.
- 2.16 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.

- 2.17 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).
- 2.18 Cat 1 Treatment Time: 2.5 Hours – this is the maximum de-ice treatment time for a priority route in the main cover period (see Appendix 2a).
- 2.19 Target Completion Time - during the main cover period, the target completion time for routine morning de-icing of Category 1 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 could take twice as long to complete treatment, as vehicles need to travel more slowly and ploughing must be done in both directions. With the exception of the four nightshift routes which operate during the main standby period, no treatment will routinely extend beyond 21:00 (see Appendix 2a):
- Category 1 priority roads will be treated seven days per week as detailed above.
  - Category 2 roads will be treated five days per week (Monday to Friday) as resources permit.
  - Category 3 routes comprise of roads which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each treatment route will be arranged so that the most important parts are treated first, while taking account of operational efficiency.
- 2.20 Footways receive treatment according to their usage and importance in the public road network (see Appendix 2a). Based on this assessment:
- Category 1 priority footways will be treated seven days per week, with extended hours on weekdays if an alert is called. No footway treatment will be carried out on Christmas Day and New Year's Day, as in general shops are not open on those days.
  - Category 2 footway routes will be treated five days per week (Monday to Friday) as resources permit.
  - Category 3 routes comprise of 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 to ensure that the most important parts are treated first, while taking account of operational efficiency.
- 2.21 In most areas, the footway on one side of the road only will be treated. This releases resources to provide more widespread treatment across other areas.
- 2.22 The Council are continuing with the use of social media such as Facebook and Twitter as well as the Council web site to provide real time information on the local roads and footways network for winter 2017 / 2018. Perth and Kinross work with Police Scotland in order to maximise resources and efficiency when providing the travelling public with real time information on road conditions / closures during snow and ice events.

- 2.23 Stakeholder feedback over previous winters has highlighted there is excellent community spirit already in place. Communities previously intimated a desire to help themselves. As such, officers have consulted with various stakeholders, including Community Councils and other interested community groups resulting in:
- the Snow Warden scheme, where local individuals or Community Councils are provided with a push along barrow to grit sections of footway
  - Housing associations in the Perth area have been provided with resources for treating footways during snow conditions
  - Criminal Justice are available to assist with labour resources during snow conditions and it is intended to develop this further over the coming winter.
- 2.24 Over the course of winter 2017/18, officers intend liaising with Local Action Partnerships to establish what further opportunity there is for community self help, with a view to build on support from interested/able local people willing to treat sections of footway that the Council cannot ordinarily treat.
- 2.25 Salt conservation measures, including the use of a salt: grit sand mix, have been implemented on rural non priority carriageway routes during previous winters. It is proposed that this is the norm for winter 2017 / 2018 in order to conserve salt stocks.
- 2.26 There is a UK-wide agreement managed by the Scottish Government to monitor and report on salt use and stock levels nationally. The Council remain committed to reporting and complying as required.
- 2.27 For 2016/17, the salt order was 23,000 tonnes which is similar to the total amount of salt used routinely over a winter season. For winter 2017 / 2018, it is intended to replenish salt stocks to the same level.
- 2.28 The Council currently provides in excess of 1300 grit bins. This large number reflects the Council's desire to encourage self-help and the decision not to treat some minor roads routinely. The Council is currently at saturation point where we can service and replenish these containers within our current resources. Therefore, any request for additional grit bins will require to be offset by relocating another grit bin which, from experience, has shown to be little used. Grit bins are generally provided on steep gradients, tight bends, and steps or, in some special cases, where there is a specific community need. They are normally not provided on routes which are treated routinely. Grit bins will generally be filled with a salt/sand mixture, but when salt conservation measures are required, will be filled with grit sand only.
- 2.29 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.



- 2.30 There are currently voluntary arrangements with around 70 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 8% of the overall Council road network. In areas where the local roads network presently has little coverage by this farmers assistance scheme, any interested local farmers will be considered for winter 2017/2018.
- 2.31 In addition, some 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 will be.
- 2.32 The following items of winter maintenance plant will be available for winter 2017 – 2018 as replacements for old plant that has been scrapped:
- 1 swap body 8 wheeler gritter
  - 6 footway tractors
- 2.33 Following the reduction of three purpose built gritters for winter 2017 / 2018, two operational demount lorries will be fitted with winter tyres to give cover to priority carriageway routes.
- 2.34 The “C plate” snow blower, first registered in 1985, has also undergone a refurbishment for winter 2017/2018 and will be based in Blair Atholl.
- 2.35 The weather forecast contract for the winter of 2017 – 2018 is currently being retendered. This service has previously been provided to the Council by the Met Office weather forecasting service in a collaborative tendering agreement with Aberdeen City Council, Aberdeenshire Council, Moray Council, Fife Council, Angus Council and Dundee City Council. Fife Council have come out of the agreement, while Highland Council have opted in to take advantage of the collaborative benefit.
- 2.36 The Council have 7 weather stations and 7 cameras (2 sites have dual directional cameras) placed strategically across the network. The station data and images are shared with neighbouring authorities as well as BEAR Scotland, and their information shared with Perth and Kinross. The camera images are also available on the Council website alongside community cameras at Spittal of Glenshee (which the Council helped fund) and Braemar.
- 2.37 The Council owned infrastructure is maintained and information retrieved / interpolated by Vaisala. Only 2 companies provide this service and the existing contract is currently being renegotiated by Tayside Procurement Consortium on behalf of the collaborative Councils.

2.38 Situations can occur which require restrictions on hours, routes, employment of contractors etc. to 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 out with the 'normal' policy. A Blue alert is called operationally to mitigate a potentially short term hazardous situation.

### 3. CONCLUSION AND RECOMMENDATIONS

3.1 The report provides feedback from winter 2016/17 and outlines proposals for winter 2017/18.

3.2 It is recommended that the Committee agrees that:

- (i) The winter maintenance service should be delivered as outlined in this report.
- (ii) The Director (Environment) is authorised to make arrangements outwith the policy and level of service in exceptional conditions, such as snow emergencies.
- (iii) The number of night shift gritting routes be extended from two to four for winter 2017/2018, with new routes operating in the Crieff / Auchterarder and Kinross areas.

Name	Designation	Contact Details
Stuart D'All	Deputy Partnership Manager	01738 475000 <a href="mailto:TESCommitteeReports@pkc.gov.uk">TESCommitteeReports@pkc.gov.uk</a>

#### Approved

Name	Designation	Date
Barbara Renton	Director (Environment)	19 July 2017

If you or someone you know would like a copy of this document in another language or format, (on occasion, only a summary of the document will be provided in translation), this can be arranged by contacting the Customer Service Centre on 01738 475000.

You can also send us a text message on 07824 498145.

All Council Services can offer a telephone translation facility.

## 1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

<b>Strategic Implications</b>	<b>Yes / None</b>
Community Plan / Single Outcome Agreement	<b>Yes</b>
Corporate Plan	<b>Yes</b>
<b>Resource Implications</b>	
Financial	<b>Yes</b>
Workforce	<b>Yes</b>
Asset Management (land, property, IST)	<b>None</b>
<b>Assessments</b>	
Equality Impact Assessment	<b>Yes</b>
Strategic Environmental Assessment	<b>Yes</b>
Sustainability (community, economic, environmental)	<b>Yes</b>
Legal and Governance	<b>None</b>
Risk	<b>Yes</b>
<b>Consultation</b>	
Internal	<b>Yes</b>
External	<b>Yes</b>
<b>Communication</b>	
Communications Plan	<b>Yes</b>

### 1. Strategic Implications

#### Community Plan / Single Outcome Agreement

- 1.1 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.
- 1.2 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.
- 1.3 Policy 5 of the above report - 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.
- 1.4 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.

### Corporate Plan

1.5 The Council's Corporate Plan for Securing the Future 2018 and Beyond 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) Promoting a prosperous, inclusive and sustainable economy
- (ii) Supporting people to lead an independent, healthy and active life
- (iii) Creating a safe and sustainable place for future generations

## **2. Resource Implications**

### Financial

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

Year	Budget	Standing Charges	Operating Costs	Outturn Cost
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
2012/13	£2.880m	£1.997m	£2.387m	£4.384m
2013/14	£3.317m	£1.317m	£1.676m	£2.993m
2014/15	£3.617m	£1.376m	£2.505m	£3.881m
2015/16	£3.593m	£1.586m	£2.070m	£3.656m
2016/17	£3.720m	£1.630m	£1.550m	£3.180m
Mean				£3.588m

2.2 The costs of providing a winter service is split into two distinct areas:

- Standing Charges – these are the costs involved in having specialised plant, depots, hired plant and standby personnel etc in place to provide the service. these 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.

2.3 The Council have set a budget for £3.717m for winter 2017/2018. The actual expenditure on the Winter Service will be dependent upon the severity of the weather throughout the winter and will be closely monitored and reported to the Strategic Policy & Resources Committee.

## Workforce

- 2.4 The staff and the operatives of the Council Services and Tayside Contracts, who provide the service, have demonstrated over the life of the Council, that they have the experience and expertise to tackle the worst of winter weather.

## **3. Assessments**

### Equality Impact Assessment

- 3.1 An equality impact assessment has been completed with the following outcomes 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.
- 3.2 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.
  - (ii) Assessed as relevant and the following positive outcomes expected following implementation:
  - (iii) The Winter Manual will have a list of priorities for snow clearing. It will include also include giving priority to clearing bus stops disabled parking bays and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.
  - (iv) 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.

### Strategic Environmental Assessment

- 3.3 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).
- 3.4 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.

- 3.5 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.

### Sustainability

- 3.6 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.7 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.

### Risk

- 3.8 The Council as Roads Authority have a 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.”
- 3.9 This policy allows the Council to meet its statutory obligations and minimise exposure to risk 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.

## 4. Consultation

### Internal

- 4.1 The major change for the forthcoming winter maintenance policy document is the proposed expansion of the existing two night shift routes to give a total of four night shift gritting routes covering the PKC roads network. This model has been researched and evaluated as providing the capability to maintain resilience levels for carrying out gritting and snow clearing operations to our strategic network of roads as detailed. This should be seen in the overall context of mitigating the effects of the change in available fleet as well as providing a model capable of being developed further in response to potential winter budget pressures in future years.
- 4.2 As in previous years, elected members were given the opportunity in March/April 2017 to become involved in agreeing the route categories. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads. Officers will include Local Action Partnerships in future consultation exercises. However, it must be stressed that alterations to the service require to be redesigned on the basis of replacement services of something the community think is less beneficial, rather than additional services.
- 4.3 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.
- 4.4 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.
- 4.5 At the end of the 2016 – 2017, winter comments on the winter service provision were invited from Elected Members and from Community Councils.
- 4.6 Responses were received from individuals or groups throughout the winter and the table lists the principal issues raised with appropriate responses alongside. Within available resources, it is possible to address some, but not all, of these issues.

Winter maintenance related complaints and feedback for the winter of 2016-17		
STAKEHOLDER	COMMENTS	RMP RESPONSE
<b>Councillors</b>		
Alan Grant	Content with level of service	None
Bob Band	Content with level of service	None
Joe Giacomazzi	Content with level of service	None
Andrew Parrott	Content with level of service	None
Caroline Shiers	Gritting of footways around Blairgowrie Police station and car park	On a priority route Riverside car park to be upgraded to cat 1
Bob Ellis	Request a grit heap at West Gormack by Kinloch village	RMP will replenish the grit heap on the A923 beside the property
	Lack of treatment to footway at Ericht Court, Blairgowrie	RMP will monitor footway conditions during snow and ice
Grant Laing	Lack of gritting around Murtly school on the B9099	RMP sent out route card for BG13 route - B9099 on cat 1 route
Willie Wilson	Request that Glenalmond Terrace, Perth be upgraded to cat 1 from cat 2	Upgraded to cat 1 as now on a bus route
<b>Community Councils</b>		
Fossoway CC	A977 not cleared of snow on 24th Feb (one significant snow fall of the year)	RMP confirmed that A977 was adequately resourced on that morning as per the current SLA
	Footway gritting of Princes Street, Perth not effective	RMP have reviewed routes - no change
Dunkeld & Birnam CC	Asked for confirmation that Brae Street in Dunkeld was on a footway route	RMP confirmed that it was on a footway route
Blackford CC	Request that all roads and footways within Blackford village are gritted when planning for next winter 2017 -18	RMP - SLA includes categorisation of roads and streets and their respective treatment times
Kinross CC	Request more resources operate from Turfhill depot. B912 was icy in Feb.	RMP will look at extending night shift service into Kinross area for winter 2017 -18



## **5. Communication**

- 5.1 Communication will take place in due course and the policy and level of service, along with specific detail on gritting routes and times will be made available on the Council website. Ongoing winter action and road conditions will be made available via Council facebook and twitter.

## **2. BACKGROUND PAPERS**

- 2.1 Well Maintained Highways
- 2.2 Road (Scotland) Act 1984

## **3. APPENDICES**

- 3.1 Appendix 1 - Periods of Cover
- 3.2 Appendix 2a - Level of Service & Priority Systems (Carriageways)
- 3.3 Appendix 2b - Level of Service & Priority Systems (Footways)
- 3.4 Appendix 3 - Category 1a Carriageway Snow Routes



## PERIODS OF COVER 2017 / 2018

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 routes operated						Total	
	South			North				
(All changes take place at 12 noon)	Perth	Kinross	Crieff	Blairgowrie	Aberfeldy	Blair Atholl		
<b>9 October – 15 October</b>	1	0	1	1	0	1	4	Control Centre in operation plus basic cover by Tayside Contracts Summer Standby
<b>16 October – 12 November</b>	3	1	1	3	2	1	11	<b>Lead in period</b> limited system – reduced cover
<b>13 November – 11 March</b>	5 Plus 3 nightshift	2	3	5 Plus 1 nightshift	2	3	22	Main standby system – full cover including night shifts
<b>12 March – 25 March</b>	3	1	1	3	2	1	11	<b>Lead out period</b> limited system – reduced cover
<b>26 March – 8 April</b>	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 & PRIORITY SYSTEMS 2017 / 2018  
(CARRIAGEWAYS)**

Category	Definition	Routes (examples)	Length (km) Indicative Only	Hours of Cover	Service Provided
Nightshift routes	The most important strategic routes. City routes plus early morning bus service routes in the Perth area. The A93 South of Blairgowrie, the A94 between Meigle and Perth and the A923 between Blairgowrie and Tullybachart. Kinross area A class road and Crieff / Auchterarder areas A class roads.	A class roads network and early morning bus routes in the Perth area	360	Sunday to Friday 00:00 – 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	Priority routes. Other strategic routes carrying large volumes of traffic and connecting main centres of population outwith the Perth area	A977, A91, A913, A926, A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry	90	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	Priority routes. 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 B996, B9097, B9099, B996 etc.	470	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	Non priority routes. 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 Excluding public holidays	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	Not applicable	<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 is 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 2017 / 2018 (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	Priority routes. 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, Dunked, Luncarty, 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	Priority routes. As above plus Other footways with significant usage.	As above plus Abernethy, Aberuthven, Almondbank, Balbeggie, Bankfoot, Blackford, Braco, Burrelton, Caputh, Comrie, Glencarse, Glenfarg, Inchtore, Longforgan, 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 routes have been completed	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 2017 or 1<sup>st</sup> January 2018

## WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2017 / 2018 (FOOTWAYS)

Category	Descriptions	Examples	Length (km)	Hours of Cover	Service Provided	Response Time	Target Treatment Times (Priority Routes)	Target Post Gritting / Snow Clearance Time
3	Non priority routes. Less well used footways and footways where a feasible alternative route exists		N/A	08:00-15:00 Monday - Friday	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 2017 or 1<sup>st</sup> January 2018



**CATEGORY 1A CARRIAGEWAY SNOW ROUTES**

<b>Route</b>	<b>Description</b>
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