

# PERTH AND KINROSS COUNCIL

## Environment and Infrastructure Committee

19 August 2020

### Policy and Level of Service for Winter 2020/2021

#### Report by Head of Environmental and Consumer Services (Report No. 20/133)

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 2020 / 2021 using plant and labour resources of Tayside Contracts and other Council Services. *As before, changes to the previous year's report are highlighted in italics.*

#### 1. BACKGROUND / MAIN ISSUES

- 1.1 Within Perth and Kinross, there is a variety of arrangements for the Winter Service on Public Roads. Around 910km 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 such as experienced in 2017/18 do fully stretch the available resources.

*Winter season 2019/20 was milder and wetter than the average, around 2.0c above the seasonal norm. Operationally, there were more actions carried out*

*compared to both the previous winter and the seven year average. This is a result of the wet weather which requires more frequent re-treatments of the network due to the salt being washed off. Stand down of morning crews increased as a result of wet/marginal freezing forecasts requiring drivers to report to depots but who were subsequently not required. Very cold but dry weather gives fewer challenges and costs less to manage than forecasts of plus 2 or 3 degrees but wet. Such forecasts require us to salt the network in case there is more clear sky than forecast allowing temperatures to drop below freezing with the resultant risk to the travelling public from ice. It should also be noted that forecasts and planned activity are based on road surface temperatures and not air temperatures as news forecasts are. The additional activity is demonstrated by the Operational Activity Statistics in Table 1, 2 and 3 which details activity carried out over the last winter period compared to previous winters.*

*There were only 10 days of snowploughing (measured as treatment across 50% of the network) which is the second lowest recorded data in the past seven winters, with the lowest being 7 days in winter 2018/19. This tends to be the gauge used by the public to determine the severity of winter however, as detailed, above a wet winter increases the level of winter activity carried out. A total of 18,681 tonnes of salt was spread against an average of 19,412 tonnes over the last seven winters. The 2019/20 winter was the second most expensive over the last seven winters at £4,321,367, with only winter 2017/18 exceeding this cost at £5,045,623. The main factors that influenced the 2019/20 winter spend figure was the marginal and wet nature of the winter which increased the number of pre grit and de-ice re-treat actions*

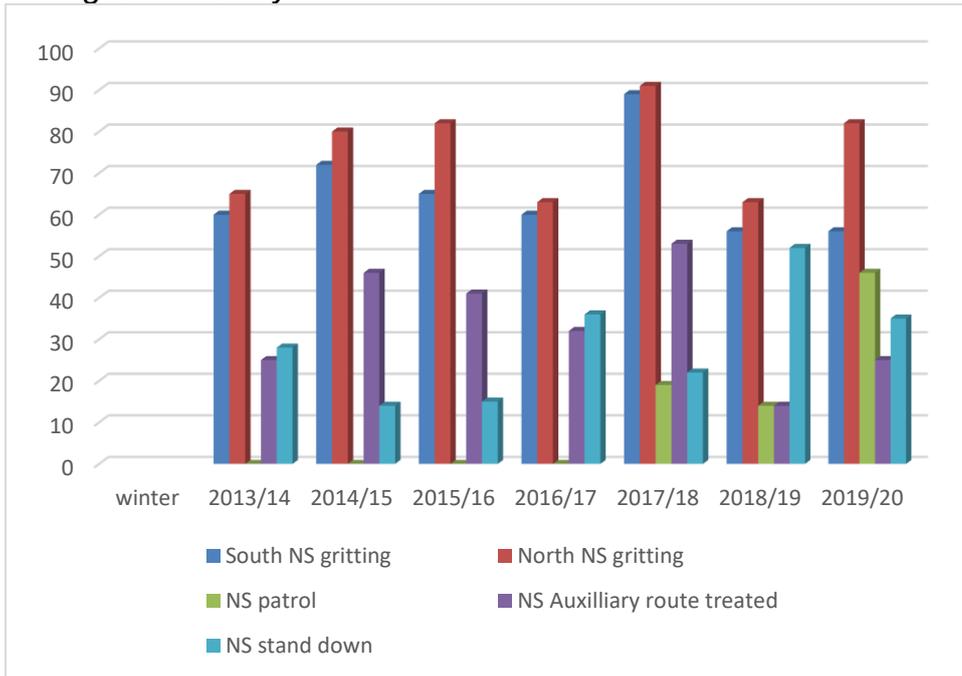
- 1.7 It is always appropriate to review and evaluate the arrangements for dealing with winter and this requires to be done in the context of the likelihood of severe weather happening and other demands on the Council budget.
- 1.8 At the end of each winter season, a review of operations is carried out with stakeholder consultation. Changing weather patterns, resources and personnel constraints mean that the winter service is an evolving service and these management reviews seek to provide an acceptable level of service whilst containing costs, complying with EU working time directives and managing the work/life balance for personnel. *Minimal feedback was received which could be a combination of the request for feedback coinciding with the COVID 19 outbreak, and the perceived mild winter.*
- 1.9 The proposals in section 2 show the proposed changes for winter 2020/21.
- 1.10 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 Council continue to provide a reduced level of vehicles during the lead in and lead out periods, which remains a significantly longer period than adjacent Local Authorities. This reduces resilience levels for responding to severe snow or ice events during these periods. Whilst working with this reduced level of resource, volunteers

are sought to work outwith normal hours if required to react to any unseasonal severe weather during this period.

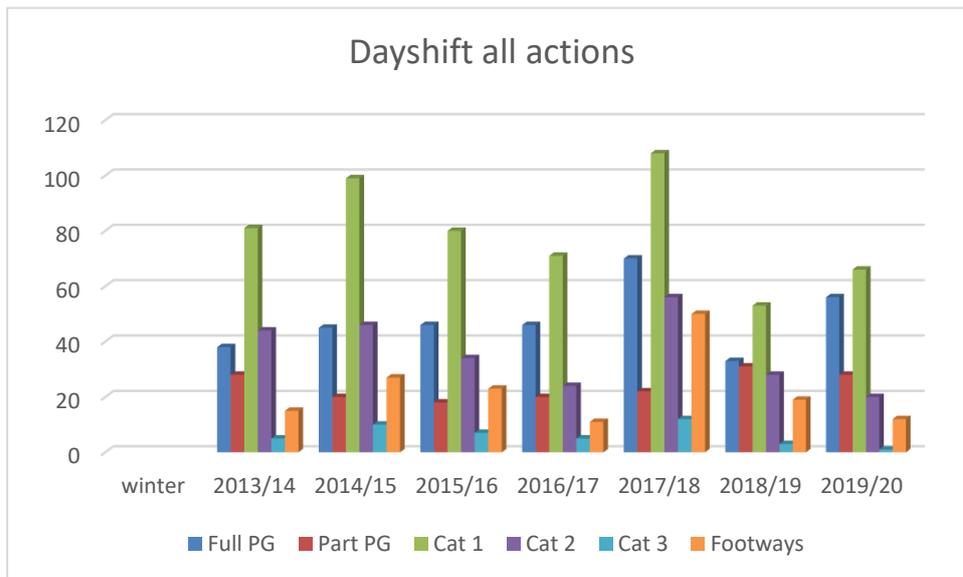
Table 1 – Operational Activity Statistics

<i>Winter</i>		2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20
<b>Number of treatments</b>									
	Perth night shift routes gritted	0	60	72	65	60	89	50	56
	Blairgowrie night shift route gritted	0	65	80	82	63	91	55	82
	1.10 .								
	Pre grits (cat 1) <i>Full pregrit to all of network</i>	50	38	45	46	46	70	33	56
	Part pre grits <i>Part of network pregritted only</i>	29	28	20	18	20	22	31	28
	De-ice or snow clearing on Cat 1 roads	103	81	99	80	71	108	53	66
	De-ice or snow clearing on Cat 2 roads	62	44	46	34	24	56	28	20
	De-ice or snow clearing on Cat 3 roads	20	5	10	7	5	12	3	1
	De-ice or snow clearing on footways	68	15	27	23	11	50	19	12
	North and South combined								
	<b>Number of snow days</b>	51	24	42	37	29	35	7	10
	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	7	26	23
	<b>Some crews stood down (number of times)</b>	40	39	32	28	24	8	18	32
	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	11	5	5
	Number of times. North and South combined								
	Both areas called on same day counts as one.								
	<b>Alerts called</b>								
	<b>Blue</b>	16	2	10	6	5	7	3	2
	<b>Orange</b>	16	2	8	3	2	10	0	1
	<b>Red</b>	0	0	0	0	0	9	0	1
	<b>Salt usage (Tonnes)</b>								
	<b>Carriageway</b>	23,716	13,534	21,212	21,300	13,301	30,632	12,191	18,681
	<b>Footway</b>	<i>inc</i>							
	<b>Grit sand</b>	6,368	505	1,083	466	965	3,322	675	875
	<b>Failure to meet level of service</b>								
	<b>Vehicle breakdown</b>	7	16	21	7	11	2	0	3
	<b>Other</b>	6	4	4	0	3	8	3	0

**Table 2 – Nighshift Activity**



**Table 3 - Graphical representation of total number of treatments carried out during winter 2019 / 2020**



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

## 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 reduce the number of night shift routes operating during the full standby period from six to four. The increase from four to six night shift routes that was made in winter 2018 / 2019 has not added the value expected, mainly due to the last two relatively mild winters that we have experienced. The two night shift routes which will be removed for winter 2020 / 2021 operate out of Aberfeldy and Perth respectively and can be covered by a combination of evening and early morning gritting.*
- 2.4 *It is proposed to discontinue staffing the winter control room overnight during the full standby period as the four remaining night shift vehicles can be instructed and monitored through a combination of early morning and overnight standby shift working by staff. Staffing the overnight control room has reduced the available daily supervisory resources. In addition, there are very rare occurrences of change to the pre agreed gritting activity based on the lunchtime forecast.*
- 2.5 The level of service complies with the recommendations laid down in Code of Practice 'Well-managed highway infrastructure' (the code). The code refers to practical guidance by the National Winter Service Research Group (NWSRG).
- 2.6 Cover will be provided between 19 October 2020 and 4 April 2021. Appendix 1 details the resources available over this period. *An exercise is being undertaken to support preparations in terms of the impact on service delivery as a result of another spike in Covid 19 across the winter period.*
- 2.7 Appendix 1 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. Similarly, weekends or public holidays are affected when a reduced number of relief drivers are available.

- 2.8 In severe weather conditions, the higher priority routes may have to be treated several times before resources can be diverted to lower usage roads. This is to ensure that people can move around beyond their local area on cleared roads.
- 2.9 In severe conditions on routes with less usage, 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.
- 2.10 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).
- 2.11 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. When snow falls, it can 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 between 08:00 – 15.00.
  - 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, whilst taking account of operational efficiency.
- 2.12 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 within the main winter period, 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 between 08:00 – 15.00.
  - 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 so that the most important parts are treated first, whilst taking account of operational efficiency.
- 2.13 Stakeholder feedback has highlighted our communities have a desire to help themselves, and officers have consulted with various stakeholders, including community councils and other interested community groups. It is hoped to

continue to build on support for interested/able local individuals willing to treat sections of footway that the Council cannot ordinarily treat through:

- *additional 20 push along barrows will be available for community use for winter 2020/21*
  - Criminal Justice are available to assist with labour resources during snow conditions and it is intended to develop this further over the coming winter.
- 2.14 A salt : grit sand mix continues to be the treatment on rural non priority carriageway routes
- 2.15 There is a UK-wide agreement managed by the Scottish Government to monitor and report on salt use and stock levels which is reported nationally. The Council remain committed to reporting and complying as required. In addition, the collaborative use of Tayside Contracts in providing the winter service ensures there is scope for mutual aid across Tayside should restocking become an issue
- 2.16 For 2019 /20 winter, the salt order was 23,000 tonnes which is similar to the total amount of salt used routinely over a typical winter season. Although last winter season saw only 18,681 tonnes used, *it is intended to again hold a starting stock of 23,000 tonnes.*
- 2.17 The Council currently provides in excess of 1300 grit bins. This large number reflects the Council's desire to encourage self-help along with the policy not to treat some minor roads routinely. The Council is currently at saturation point *in terms of routinely available resources* to service and replenish these containers and, therefore, any request for additional grit bins will require to be offset by relocating another grit bin where, from experience, it has not been used much.. 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.
- 2.18 Grit bins are provided for use on public roads and not on private areas and due to staff resources will not be checked routinely by officers through the winter. Instead, the Council relies on reports of empty bins from members of the public. Private occupiers should purchase salt from DIY stores and builders merchants for use on their own properties.
- 2.19 Situations occur which require that restrictions on hours, routes, employment of contractors etc. require to be relaxed, in order to deal more effectively with the emergency. This is allowed for and controlled by a system of 'Alerts'. In serious situations, either an Orange or Red Alert can be authorised by the Road Maintenance Partnership Manager, to allow working arrangements out with the 'normal' policy such as employing 3<sup>rd</sup> parties to work on clearing/lifting snow or exceeding driver hours to deal with unforecast situations. A Blue alert can be called operationally to mitigate a potentially

short term hazardous situation such as extending treatment actions utilising available in house resources to pre-grit category 2 roads later into evening, in advance of a heavy snow forecast.

- 2.20 There are currently voluntary arrangements with 69 farmers to whom the Council supplies snow ploughs which they fit to their own vehicles enabling them to clear snow on specified lengths of public road, as well as to clear their own private roads. These arrangements cover around 300km of road, which is just under 8% of the overall Council road network. The Council continue to be pleased to get approaches from other farmers interested in the scheme, however, will only be able to add farmers from areas where presently there is little coverage. The Council indemnify the farmers against 3<sup>rd</sup> party liability claims but do not insure against damage to their own vehicle or themselves.
- 2.21 In addition, 32 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 sooner they are out on the network, the sooner the benefit will be achieved.
- 2.22 The following replacement items of winter maintenance plant will be available for winter 2020 – 2021, *subject to Covid19 restrictions permitting supply. The vehicles they replace are generally 10 years old which incur higher preparation and ongoing maintenance costs.*  
One 4 x 4 gritter replacement  
Four 6 x 4 gritter replacements  
One 6m<sup>3</sup> demountable gritting body
- 2.23 The weather forecast contract for the winter of 2020 - 2021 will again be provided by MetDesk Weather Services. *Winter 2019 -20 was the third year of a 3 (plus 1 plus 1) year contract with MetDesk. Despite the often marginal conditions when the temperatures hovered around 0 degrees to +2 degrees celcius making forecasting for winter decision making a challenge, Metdesk delivered 87% accuracy.*
- 2.24 The Council have 7 weather stations and 8 camera sites (3 sites have dual directional cameras) placed strategically across the network. The station data and images are shared with neighbouring authorities & BEAR Scotland and their information shared with Perth and Kinross. The camera images are also available on the Council website alongside a community camera at Spittal of Glenshee (which the Council helped fund) and Braemar. This infrastructure is maintained and information retrieved / interpolated by Vaisala. The MetDeska and Vaisala contracts are administered by Tayside Procurement Consortium on behalf of seven councils working collaboratively to achieve economy of scale.

### 3. CONCLUSION AND RECOMMENDATIONS

#### 3.1 It is recommended that the Committee

- i. notes that the budget is set at £3.715m, subject to any changes made by Council as part of the revenue budget review in September 2020
- ii. approves the winter maintenance service should be delivered as outlined in this report
- iii. approves that the Executive Director (Housing and Environment) is authorised to make arrangements outwith the policy and level of service in exceptional conditions such as snow emergencies.

Name	Designation	Contact Details
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#### Approved

Name	Designation	Date
Barbara Renton	Executive Director (Housing and Environment)	7 August 2020

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## 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 and 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	£1.986m	£1.895m	£3.881m
2015/16	£3.617m	£2.088m	£1.568m	£3.656m
2016/17	£3.617m	£2.148	£1.223	£3.371m
2017/18	£3.717m	£2.185m	£2.857m	£5.042m
2018/19	£3.714m	£1.738m	£1.833m	£3.571
2019/20	£3.714m	£1.436	£2.885	£4.321m
Mean				£4.072m

2.2 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 and will be closely monitored and reported regularly to the Strategic Policy & Resources Committee.

2.3 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.

2.4 As detailed in the table in paragraph 2.1 the mean outturn cost over the past ten years is £4.072M which exceeds the budget figure. Last winter increased this mean value with six of the last ten winters having exceeded the budget. Three winters cost in excess of £5m each which increases the mean and the Council will continue to utilise reserve funds to meet the full cost of the Winter Service.

*The Council have this year set a budget for £3.715m for winter 2020 – 2021 and this report is brought it to committee to enable preparations to begin for the winter season. It is recognised that in these unprecedented times the Council financial position may change requiring a subsequent alteration in the level of service delivery to match the available budget.*

The Council will continue to implement operational and efficiencies savings to contain costs but as winter is unpredictable the cost will vary.

#### Workforce

2.5 The staff and the operatives of Tayside Contracts and the Council Services who provide the service, have demonstrated over the life of the Council, that they have the experience, flexibility 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 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 via, 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 As in previous years Elected Members are given the opportunity throughout the winter and in April 2020 to become involved in agreeing the route categories with the Roads Maintenance Partnership. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.
- 4.2 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.
- 4.3 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.
- 4.4 *At the end of the 2019 - 2020 winter comments on the winter service provision were invited from Elected Members and from Community Councils.*
- 4.5 *Due to a combination of Covid19 restrictions interrupting business as usual and milder type of weather experienced in winter 2019 – 2020 very few responses were received. The responses that were received were*

*complimentary of the winter service provision for winter 2019 – 2020 with no significant issues flagged up.*

## **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 Managed Highway Infrastructure 2016
- 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