

PERTH AND KINROSS COUNCIL

Environment and Infrastructure Committee

5 September 2018

Policy and Level of Service for Winter 2018/2019

Report by Executive Director (Housing and Environment) (Report No. 18/270)

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 2018 / 2019 using plant and labour resources of Tayside Contracts and other Council Services.

Text in italics represents an update or amendment to the service level of 2017/18.

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.

- 1.7 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, and other demands on the Council budget. *The text in italics represents an update or amendment to the service level of 2017/18.*
- 1.8 Winter 2017/18 was the 3rd worst winter experienced over the last 13 years. As such, the severe winter weather affected the Perth and Kinross Council roads and footway network. Tables 1 and 2 detail the level of activity carried out over the winter period compared to other winters.
- 1.9 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 one. 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.
- 1.10 Section 2 outlines proposed changes to last winter's arrangements, reflecting the above considerations.
- 1.11 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 when Perth and Kinross Council operates a reduced level of vehicles during the winter lead in and lead out periods. If required, volunteers are sought to supplement resources to react to any unseasonal severe weather over these periods.
- 1.12 *The extension from 2 to 4 nightshift routes in 2017/18 proved beneficial in keeping the priority routes clear, as the previous 5am reporting time would have resulted in crews struggling to remove the overnight accumulations of snow. Statistics show that the crews were utilised half as much again compared to the previous winter. The nightshift fixed costs will not always be recouped, but in a winter such as 2017/18, the approach provides value for money.*
- 1.13 *In addition, the 24 hour winter control, (which monitored conditions area wide) best utilised the nightshift resource. This enabled the gritters to be sent to areas, other than their planned routes, that previously no intelligence would have been available for.*
- 1.14 *The agreement in the 2016-17 winter maintenance report (Report No 17/272 refers) to extend the use of brine into more sub-urban areas was implemented. However, it was noted the brine solution used on footways in these suburban areas such as North Muirton and Bridge of Earn was not as successful in de-icing as that in Perth City Centre. As the City Centre showed no reduction in effectiveness to that of previous season, it is considered that lower footfall and heavier snow accumulations in the suburban areas contributed to this reduced effectiveness.*

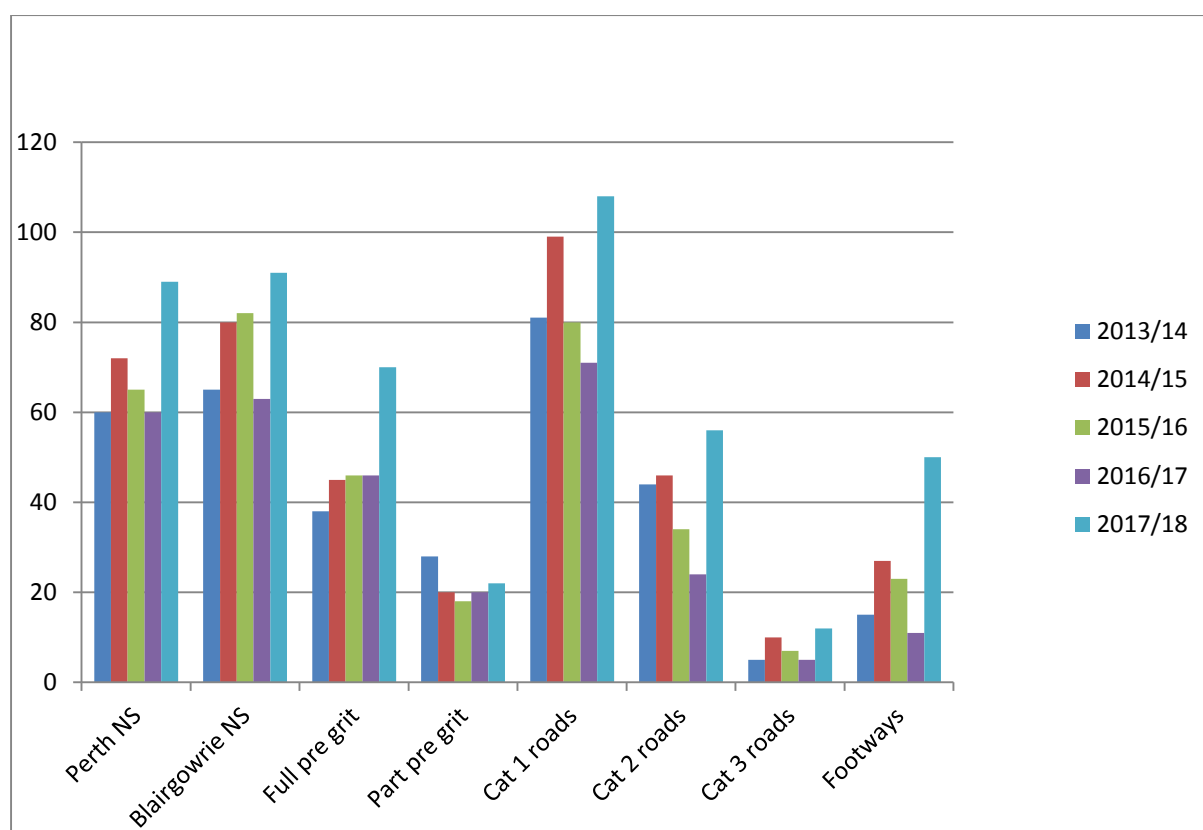
Statistics

Table 1 Winter Maintenance statistics 2012 - 2018

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

NOTE – statistics cover full winter period including heavy snowfall in April 2018

Table 2



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

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 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 2018 / 2019 using a brine solution instead of traditional rock salt. This will continue to give savings of around 30% by using a brine solution compared to using rock salt.

- 2.4 It is similarly proposed to continue de-icing treatments on Perth city centre footway routes using the same brine process, as this worked well last winter. *North Muirton, Bridge of Earn, Milnathort, Kinross and Blairgowrie footway routes will also be treated with brine during routine winter weather. However, during severe winter periods, the footway gritters will revert to marine salt. This will impact on time taken to treat these routes as the gritter will require to be refilled more frequently than the brine applicator. It will also require further resources to top up the footway gritters.*
- 2.5 *It is also proposed to introduce another two night shift gritting routes for the winter 2018/19, covering Category 1 routes operating during the main standby period. The introduction of these two additional night shift routes has been necessary to mitigate the loss in resilience following the removal of a further three purpose built gritters for this coming winter season. These savings were taken as part of the 2017/18 budget process, replacing gritter vehicles with operational vehicles with demountable bodies.*
- 2.6 *It is proposed to continue with the night control, staffed on a rotational basis, to manage and monitor the nightshift operation. The night control will monitor conditions; amend instructions based on actual conditions that were 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 controller will instruct and monitor the crew on routine maintenance activities.*
- 2.7 *The level of service generally 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) that has not yet been published. In the absence of this guidance, this Policy complies with the amendments made to Appendix H of the previous code, agreed by a working group of Society of Chief Officers for Transportation in Scotland.*
- 2.8 Cover will be provided between 8 October 2018 and 7 April 2019. Appendix 1 details the resources available over this period. The PKC winter control will operate over this full period.
- 2.9 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 winter lead-in/lead-out period, weekends or public holidays when a reduced number of relief drivers are available.
- 2.10 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.

- 2.11 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.
- 2.12 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).
- 2.13 Category 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).
- 2.14 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 *six* 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, while taking account of operational efficiency.
- 2.15 Footways receive treatment according to their usage and importance to 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, while taking account of operational efficiency.
- 2.16 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.

- 2.17 The Council is continuing with the use of social media such as Facebook and Twitter, as well as the Council web site, *to provide key messaging such as freezing rain, repeated washing off of salt etc which despite best efforts will affect the impact of the treatments carried out, and increase the level of risk to the travelling public.* The Council 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.
- 2.18 Stakeholder feedback has highlighted there is excellent community spirit already in place. Communities previously 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 continue to build on support for interested/able local people willing to treat sections of footway that the Council cannot ordinarily treat through:
- *The supply of push along barrows was extended in winter 2017/18 by the purchase of additional barrows and a more defined requirement put in place for their use. 30 notes of interest were received, and following assessment of suitability of the route, risk assessment of individuals to ensure they were capable and dissemination of the equipment, 14 individuals received a barrow. Contact is currently being made with those on the scheme for feedback with the intention of extending the scheme. In June 2018, Council approved £50,000 funding (in year 2019/20) for the purchase of further units, and work will be scheduled to implement this spend.*
 - Criminal Justice are available to assist with labour resources during snow conditions and it is intended to develop this further over the coming winter.
- 2.19 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 2018 / 2019 in order to conserve salt stocks.
- 2.20 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 with the agreement.
- 2.21 For 2017/18, the salt order was 23,000 tonnes which is similar to the total amount of salt used routinely over a typical winter season. *Although winter season 2017/18 saw 30,632 tonnes used, it is intended to again hold a starting stock of 23,000 tonnes. At no point did the Council have difficulty replenishing stocks and, with the collaborative use of Tayside Contracts in providing the service, there is scope for mutual aid should restocking become an issue.*
- 2.22 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. Therefore, any request

for additional grit bins will require to be offset by relocating another grit bin, where from experience, it has shown it 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.

Grit bins are filled prior to the onset of winter and reactively throughout the winter, although there is no routine inspection of the bins by Council officers. Due to their locations generally being where large vehicles cannot reach, it is a time consuming process filling these bins with small pick-ups and very often they can be emptied by the public within 24 hours of filling. Tayside Contracts resources are used to replenish the bins, however, when carrying out full winter treatment these resources are fully utilised. During these periods local contractors, who are on approved lists, will be called upon to assist. This is an additional cost pressure on the delivery of the service.

- 2.23 Grit bins are provided for use of grit on public roads, and not on private areas such as paths and driveways. Private occupiers should purchase salt from DIY stores and builders merchants for use on their own properties.
- 2.24 There are currently voluntary arrangements with 67 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 *for no payment*, as well as to clear their own private roads. The number of farmers participating is down on previous years, with 5 having withdrawn over the last 2 years. These arrangements cover around 300km of road, which is just under 8% of the overall Council road network. The Council will be happy to hear from any farmers interested in the scheme, however will only be able to add farmers from areas where presently there is little coverage. The Council indemnifies the farmers against 3rd party liability claims, but do not insure against damage to their own vehicle or themselves.
- 2.25 In addition 29 farmers have indicated that they are available to be *employed for payment in severe conditions, to undertake snow clearing of additional lengths of road. These farmers are payed an hourly rate which is agreed with the National Farmers' Union.*
- 2.26 *The following replacement items of winter maintenance plant will be available for winter 2018 – 2019 for old plant that has reached the end of its effective life.*
- *One 4 x 4 gritter*
 - *Three 6m³ demount bodies*
 - *4 footway tractors due for replacement in Perth & Kinross Council will be replaced by surplus tractors from the Angus Council area following the reduction in their footway gritting service*
- 2.27 *As stated in section 2.3, there has been a reduction of a further three purpose built gritters for winter 2018 / 2019. Two additional nightshifts will be put in place plus operational demount lorries will be fitted with winter tyres to give*

cover to priority carriageway routes affected by this reduction in gritter numbers.

- 2.28 *The weather forecast contract for the winter of 2018 – 2019 will again be provided by MetDesk Weather Services. Winter 2017/18 was the first year of a 3 year contract with MetDesk and it proved to be an accurate forecast delivery model.*
- 2.29 The Council has 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 & BEAR Scotland and their information is, in turn, shared with Perth and Kinross Council. The camera images are also available on the Council website alongside community cameras 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.
- 2.30 Situations occur which require that restrictions on hours, routes, employment of contractors etc. should be relaxed, in order to deal more effectively with an 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 It is recommended that the Committee agrees that:
- i. The winter maintenance service should be delivered as outlined in this report.
 - ii. The Executive Director (Housing and Environment) is authorised to make arrangements out with the policy and level of service in exceptional conditions such as snow emergencies.
 - iii. *The number of night shift gritting routes be extended from four to six for winter 2018/2019.*
 - iv. The budget of £3,682 million will be used to also fund other weather related emergencies, such as works to mitigate immediate risk of flooding to properties/roads and wind damage, directly affecting free movement across the network.

Name	Designation	Contact Details
Stuart D'All	Road Maintenance Partnership Manager	01738 475000 TESCommitteeReports@pkc.gov.uk

Approved

Name	Designation	Date
Barbara Renton	Executive Director (Housing and Environment)	24 August 2018

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

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

1. Strategic Implications

Community Plan

- 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.

2 1	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	£2.148m	£1.223m	£3.371m
	2017/18	£3.717m	£2.185m	£2.857m	£5.042m
	Mean				£3.706m

- 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 fourteen years is £3.706m which is in line with the budget figure. Last winter increased this mean value, however in three of the four previous winters the budget has not been exceeded. Council continue to utilise reserve funds to meet the full cost of the Winter Service. The Council has this year set a budget for £3.632m for winter 2018/2019. 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 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. *Winter 2017/18 was no exception with an exceptional performance given by all involved in dealing with several winter storms known as the “Beast from the East”.*

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 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 current four night shift routes to give a total of six 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 losing a further three front line gritters as part of the budget savings taken in 2016/17.*
- 4.2 *As in previous years Elected Members were given the opportunity throughout the winter and in March/April 2018 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.*
- 4.3 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 the priority of another road or footway within a particular Ward, must be reduced.

- 4.4 The Council is likely to 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 2017 - 2018 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 below tabulates the principal issues raised. Within available resources, it is possible to address some but not all of these issues.
- 4.7 Appendix 4 details the complaints/request for service and the responses provided. This detail is from centrally held database for this purpose.

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
- 3.5 Appendix 4 – Record of Complaints / Feedback