

**PERTH AND KINROSS COUNCIL****Enterprise and Infrastructure Committee – 7 September 2011****POLICY AND LEVEL OF SERVICE FOR WINTER SERVICE 2011/12****Report by Depute Director (Environment)**

This report recommends the level of service to be provided by the Council for the gritting and snow clearing of roads and footways in Perth and Kinross during the winter of 2011/12.

**RECOMMENDATIONS**

The Committee is asked to agree:

- i) that the level of service for winter 2011/2012 as outlined in this report be provided using the plant and labour of Tayside Contracts and other Council Services
- ii) that the Executive Director (Environment) is authorised to make arrangements outwith the policy and level of service in exceptional conditions such as snow emergencies
- iii) that the salt conservation measures listed in paragraph 40 be introduced as appropriate
- iv) that approval be given to re-categorise priority routes into 1a and 1b in severe snowfall events as outlined in paragraph 21 and appendices 2a and 3
- v) that approval be given for the installation of two additional Ice Early Warning Stations and a Camera site on the network to mitigate the need for supervisors to travel to inspect remote parts of the network and reduce working hours to a manageable level, as outlined in paragraph 56.
- vi) that an Orange Alert should include the facility to deploy farmers' snowploughs across the network.
- vii) that the Executive Director be authorised to investigate the setting up of a self help scheme with interested Community Councils or other groups as outlined in paragraph 39.

**BACKGROUND**

1. The winter maintenance service is provided to ensure that transport links essential to economic and social activity can continue to be used safely throughout most of the winter. However, it is not the intention and is not possible to keep all roads free from ice and snow at all times.

2. 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).
3. Policy 5 - 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.
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.

## **Introduction**

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, and in particular the last two winter seasons, that they have the experience and expertise to tackle the worst of winter weather.
6. 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.
7. The Council also provides a high level of service on important 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.
8. Some very low priority carriageways and footways are normally not treated unless hard packed snow or ice threatens to prevent access for essential services.
9. In periods of prolonged severe weather, resources are targeted towards keeping a strategic network open. As a result, it can be a considerable time, in some cases several days, before low priority routes are reached. The availability of operatives also impacts on the level of cover that can be provided for footway treatment.

10. The Scottish Government is responsible for the winter service on the 250 km of trunk road network within Perth and Kinross covering the M90, A90, A9 and A85. This service is provided by the two Operating Companies - BEAR (Scotland) Ltd and Scotland TranServ.
11. 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. A higher number of requests for service in 2010/11 were unable to be addressed due to severity of weather fully testing available resources.
12. In some countries where heavy snow is common, people know they will have weeks of snow cover and take their own measures to prepare for it. In addition, businesses and individuals more readily understand the need to help themselves and each other in such circumstances. Indeed in many such countries it is an offence for someone not to clear the snow outside their property. In the UK there are often media stories of people being reluctant to clear their footways in case they become liable for any injuries. This is a myth that has no basis in fact. Individuals taking reasonable care to look after the safety and convenience of others bear no such liability. Members of the community have a role to play in assisting with snow clearance adjacent to their properties. More information is contained in the section "Publicity and Self-Help". The Council needs assistance and support from as many members of the community as possible in order to restore roads and footways to a useable condition as quickly as possible.
13. While there had been a trend towards milder, wetter winters, there is always the possibility that a severe winter will occur as has happened in the last three winters. It is appropriate to examine the arrangements for dealing with this however this has to be done in the context of the likelihood of it happening and other demands on the Council budget.

### **Review of 2010/11 Performance**

14. 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 reviews seek to provide an acceptable level of service whilst containing costs, improving the work/life balance for personnel and complying with EU working time directives.
15. It should be noted that containing costs brings with it a risk of resources being fully stretched when adverse weather is encountered especially if this occurs early or late in the season, coinciding with the reduced level of vehicles available.
16. The winter of 2010/11 was the most severe for 50 years as evidenced by the following points :
  - December 2010 was the coldest December for over 100 years.

- December 2010 was the second coldest calendar month on record (only February 1947 has been colder).
  - Activity on gritting/snowclearing and salt usage were higher than in the 2009/10 winter, which itself was approximately 28% higher than the 2008/09 winter.
  - Treatment on Category 3 roads (not normally treated) was up 45% on 2009/10 and up 371% on 2007/08 (the last “normal” winter).
  - Footway treatment was up 12% on 2009/10 and up 318% on 2007/08 .
17. Similar weather conditions were experienced across much of Scotland and England, and the unprecedented demand on de-icing salt resulted in a shortage in supply. For the third year in succession, the UK Government set up the ‘Salt Cell’ to co-ordinate stocks and deliveries, and provide advice to the salt suppliers. Salt stocks in Perth and Kinross were conserved by changing to a 50/50 salt/sand mix, and as the shortage continued, the use of salt/sand mix was restricted to the priority carriageway network with 100% grit sand being used on non-priority carriageways and footways.
18. Throughout the extreme weather conditions, the priority route network was kept largely passable with care – the only exceptions being the A93 at the Spittal of Glenshee which was closed at the snow gates periodically. In addition the B9097 South Lochleven, A822 Greenloaning, A924 Kirkmichael and A911 Balgeddie Toll were closed for varying periods of time. Public transport services were affected throughout this period, although resources were directed at attempting to keep public transport operating.
19. During the severe weather, the priority routes required regular re-treating and as a consequence this meant that in a few areas it was some considerable time before some of the lower priority routes were cleared.

### **The Level of Service and the Priority System**

20. All roads and footways in Perth and Kinross are categorised according to their relative importance. The limited resources are allocated to ensure that the safety of the public is maximised and that accessibility is maintained on the most heavily used roads and footways. However severe snow events may prevent access at times.
21. The policy in place is designed to deal with a ‘normal’ winter and resources will always be tested in severe events. The severe weather in the 2010/11 winter, highlighted that resources are not sufficient to give a uniform level of service across the full 900km of Category 1 network in severe snow conditions, and resulted in action being taken to direct resources to the most important parts of this network. It is proposed to formalise this for the 2011/12 winter with the most important routes within the Category 1 network being designated Category 1a, and the remainder of the Category 1 routes as Category 1b. In routine de-icing operations, Category 1a and 1b will be combined but in severe snow conditions priority will be given to Category 1a, as listed in Appendix 3. This may mean that gritters are not available for the Category 1b routes for some time.

22. 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.
23. Winter maintenance staffing levels are now such that most of the operatives are on a duty rota on two weeks out of three throughout the main winter period, and it has become increasingly difficult to get volunteers to take on additional duties on public holidays during their week off.

### **The Periods of Cover**

24. Cover will be provided between 3 October 2011 and 16 April 2012. Appendix 1 details the standby cover available over this period. The control room facility with officers working from home outwith normal hours will operate over this full period.

### **The Hours of Cover**

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

### **The Priority Route System**

26. This defines the relative priority for treatment that will be given to various categories of roads and footways.
27. It is inevitable that choices have to be made about where finite resources should be directed first. The system is based upon the targeting of resources at areas regarded as having the highest priority, with the lower priorities following in turn. The higher priority routes are defined by their importance in strategic and local terms. The priorities have been determined in consultation with elected members and others representing local interests.
28. 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.
29. 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

## The Response and Treatment Times

30. These are targets for the commencement and completion of treatment for de-icing treatment during the full cover period.
31. **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).
32. **Treatment Time:** 2.5 Hours – this is the maximum treatment time for a priority route in the main cover period
33. **Target Completion Time** - during the main cover period the target completion time for routine morning de-icing of Category 1a & 1b carriageways is 07:30 (09:00 on Sundays and nationally recognised public holidays). The treatment time in severe weather conditions will be longer. As soon as snow falls it takes at least twice as long to complete treatment, as vehicles need to travel more slowly and ploughing must be done in both directions. Again by introducing category 1a and 1b routes, in times of heavy snow it is expected that this policy will be easier to achieve.

## Footways

34. Footways receive treatment according to their usage and importance in the public road network. Based on this assessment: -
  - Category 1 footways which include the main shopping areas in Perth will be treated on seven days per week, with extended hours on weekdays. However, it is proposed that no footway treatment be carried out on Christmas Day and New Year's day as in general shops are not open on those days.
  - Category 2 routes on five days per week (Monday to Friday).
  - Category 3 routes comprise footways which are not normally treated, except in prolonged ice or snow conditions and only when resources become available. Each footway treatment route will be arranged so that the most important parts are treated first, whilst taking account of operational efficiency.
35. In most areas, the footway on one side of the road only may be treated. This releases resources to provide earlier treatment in other areas.

## Publicity and Self Help

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

37. The publicity will remind the public that spells of severe weather will stretch the available resources of the Council. In such circumstances roads could be blocked and there may be periods when it will be impossible to travel even short distances on foot or by road. The publicity will emphasise that people should not travel in such conditions. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition and hopes to build on the excellent community spirit which already exists.
38. In this vein, given that in severe weather conditions all of the Council's resources can be stretched, the publicity will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them.
39. Stakeholder feedback from last winter highlighted this excellent community spirit already in place which was applauded. Communities intimated a desire to help themselves and officers would like to consult various stakeholders, including interested Community Councils and other interested community groups. It is hoped to encourage support for interested/able local people willing to treat sections of footway that the Council cannot ordinarily treat. It is hoped that officers can use their expertise to provide this support for communities and a further report will be brought back to Committee with more details.

## **Salt**

40. Salt conservation measures were implemented again in 2010/11 for the third consecutive year. This is a UK-wide agreement managed by the Scottish Government for Scotland and reported nationally to Westminster. Despite the Council increasing its salt stock in advance of the winter it was still necessary to switch to salt/sand mix on Category 1 routes, and sand only on other carriageways and footways.

For 2010/11 winter, the pre-season salt order was increased from the usual 16,000 tonnes to 20,000 tonnes. For 2011/12, the order has been increased again, to almost 24,000 tonnes.

41. Salt starts to lose its effectiveness at temperatures below approximately -5°C to -7°C and the addition of sand assists to provide traction whilst awaiting the temperature rise that permits the salt to work in conjunction with the crushing effect of traffic. Salt itself lying on hard packed ice/snow is similarly less effective than a salt/sand mix

## **Grit Bins**

42. The Council currently provides in excess of 1,000 grit bins. This large number reflects the Council's desire to encourage self-help and its decision not to treat some minor roads routinely.

43. As there is a finite resource for filling grit bins in severe snow conditions there is a limit on the number of bins that can be serviced. In order to contain costs within the finite budget allocation, the criteria used to assess their justification have to be applied consistently. Grit bins are provided on steep gradients, tight bends, steps or in some special cases where there is a specific community need. They are normally not provided on routes which are treated routinely. These will generally be filled with a salt/sand mixture, but when salt conservation measures are required, will be filled with grit only.
44. 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.
45. All Community Councils have been contacted over the summer period to confirm that the current location of grit bins is the most appropriate for the greater good of the community. Feedback will result in some grit bins being re-located but this is not intended to add to the numbers currently available.

### **Farmers Assistance Scheme**

46. There are currently voluntary arrangements with 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 250km of road, which is just under 10% of the overall Council road network.
47. In addition some of these farmers have indicated that they are available to be employed in severe conditions to undertake snow clearing of additional lengths of road. It is proposed that these farmers be called on for Orange Alerts as the earlier these additional resources are utilised the greater the visible benefits are. This will add a minimal, but undefinable cost, to the overall Winter Service as earlier call out should reduce the time they are subsequently employed for.

### **General information**

#### **Co-ordination between Council Services**

48. The Executive Director (Environment) is responsible for co-ordinating winter maintenance activities on all roads and footways. These arrangements worked well again last year, providing a consistent and effective level of service throughout Perth and Kinross.
49. The convening of the Incident Management Team during severe snow conditions, allowed Council-wide priorities, rather than just roads priorities to be actioned quicker than in previous winters. This involved all Council Services, as well as Tayside Contracts.

## **Tayside Contracts Plant**

50. No new plant is being purchased but it is intended, following consultation with stakeholders, to trial 2 small demount gritting bodies attached to existing pick-ups. A number of comments were made that the large gritters could not effectively operate in many streets and these gritting bodies would enhance the service possible for approximately £8000 each. These would not be available immediately at the start of winter as they take time to procure and prepare.
51. A new type of plough blade is available commercially and it is intended to trial this. It is claimed to last 6 – 7 times longer than a traditional blade rubber, which reduces vehicle maintenance time and is capable of ploughing down to the road surface - therefore reducing the need for re-treatments and reduced salt application rates. To date no other Scottish Local Authority has introduced these but at a cost of £900 per vehicle it is worth trialling on 3 routes (2 rural and 1 urban).

## **Weather Forecasts**

52. The weather forecast is fundamental to the winter service operation and decisions are based on it daily. In 2010/11 the Met Office was awarded a joint contract for Perth and Kinross, Angus Council, Dundee City Council and Fife Council. The contract has been extended under the contract conditions for 2011/12.

## **Ice Early Warning System (IEWS)**

53. The IEWS is a series of automatic weather and road condition detection stations located on the road network. It provides local information to assist staff make decisions on when, or whether, roads require to be treated. The weather forecast supplier also obtains data from the system to allow 'site specific' forecasts to be formulated daily.
54. The Vaisala system comprises four stations located at Amulree (A822), South Persie (A93), Rosefield (A94) and Gelvan (A977). In addition, the Council has arrangements in place to access information from eight Vaisala outstations on the trunk road network within Perth and Kinross and two outstations across the boundary into Dundee and Angus.
55. The stations were installed in 1997 with a suggested lifespan of ten years, although stations can work satisfactorily beyond this. The electronics and instrumentation in the stations at Amulree and Rosefield have been replaced following breakdowns in mid winter and the stations at South Persie and Gelvan stations were replaced prior to the 2009/10 winter. The Amulree and Rosefield stations are currently being upgraded to provide modern connectivity to the Vaisala bureau, similar to that at South Persie and Gelvan.

56. It is proposed to install additional IEWS infrastructure in remote areas to reduce the requirement for roads supervisors to travel to assess road conditions. As well as providing improved data, the reduced demand on staff will give the opportunity to implement standby arrangements that avoid the need to work such long hours. The infrastructure will comprise new IEWS outstations at Kinloch Rannoch (B846) and near Killin (A827), and a camera at Glenshee (A93) at a total cost of £53,000 with total annual running costs of £1,650. An outline business case will shortly be submitted for approval.

### **Emergencies/Special Circumstances**

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

### **The Role of Elected Members**

60. Although there are no major changes proposed to the winter maintenance level of service, all Elected Members have again been given the opportunity to become involved in agreeing the categories with the Area Roads Engineers. The policy also allows unadopted roads with an important community use to be included within the categorisation and is not restricted to adopted roads.
61. 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.

### **Complaints and Consultation with Stakeholders**

62. 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.

63. At the end of the 2010/11 winter, comments were invited from Elected Members and from Community Councils. Responses were received from eleven out of forty-one Elected Members and fifteen out of forty-four Community Councils. This is the fifth year that this consultation has been carried out and the level of response is slightly higher to that in previous years (six elected members and eleven Community Councils in 2009/10).
64. The table below lists the principal issues raised with appropriate responses alongside. Within available resources, it is possible to address some but not all of these issues.

Comment	Response
Grit bins and grit heaps not replenished quickly enough in severe weather	Lists of suitable additional contractors, which are willing to participate, will be drawn up to augment the efforts in replenishing grit bins and heaps in Red Alert situations. However, resources will continue to be stretched in severe conditions.
Obstruction caused by heaps of cleared snow caused difficulties at pedestrian crossing points, disabled parking bays and visibility at junctions	A protocol for removal of heavy snowfall in a Red Alert will be drawn up, to ensure that more care is taken to avoid the building up of heaps in such areas. However, resources will continue to be stretched in severe conditions.
Access to vulnerable people's houses in severe weather was very difficult and should be better targeted	The Council is already delivering the snow clearing activity across a wide front in severe conditions. Whilst the winter service is a general provision and not a service to individuals' needs, last winter the Housing and Community Care Service specifically identified known vulnerable people and these were assisted on a priority basis, through the Council's Incident Management Team. It is not feasible to target access generally Council-wide to vulnerable people over and above this. Further assistance to vulnerable people would be best provided by the fit and active members of the local communities who already know where the vulnerable people are, and this will be reinforced in the publicity for 2011/12
Abandoned or badly parked cars affected access to many minor roads	This point will be reinforced in the publicity information for the coming winter.
Should be a more equal balance between pedestrian, wheelchair, scooters and the motorist	As in all consideration, there is a balance struck between dealing with priority routes and footways.
Late call up of external contractors to deal with the snow	There is a series of tested alerts in place. It is proposed that the Farmers Assistance Scheme be brought in on an Orange Alert at the discretion of the Duty Officer

Comment	Response
Footway tractors are inadequate for the volume of snow on the footways	The resources provided are sufficient to cope with a 'normal' winter. However, when severe conditions are experienced, resources will inevitably be stretched.
Clear footways to 2 person width for mobility impaired plus helper	In severe conditions, a footway tractor width is cleared to speed up the response across the network. Once conditions ease, it is possible to clear footways
Householders and shopkeepers can do more to clear their own frontage	In some countries where heavy snow is common, people know they will have weeks of snow cover and take their own measures to prepare for it. In addition, businesses and individuals more readily understand the need to help themselves and each other in such circumstances. Indeed in many such countries it is an offence for someone not to clear the snow outside their property. In the UK there are often media stories of people being reluctant to clear their footways in case they become liable for any injuries. This is a myth that has no basis in fact. Individuals taking reasonable care to look after the safety and convenience of others bear no such liability. Members of the community have a role to play in assisting with snow clearance adjacent to their properties. More information is contained in the section "Publicity and Self-Help". The Council needs assistance and support from as many members of the community as possible in order to restore roads and footways to a useable condition as quickly as possible. This will be reinforced in the publicity for next winter.
Improve connectivity around schools in relation to footway gritter routes	Where practicable, footway treatment routes are being aligned with Safer Routes To School, in consultation with the schools.

## CONSULTATION

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

## RESOURCE IMPLICATIONS

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

Year	Budget	Final Expenditure
2003/04	£2.653m	£2.683m
2004/05	£2.826m	£2.6m
2005/06	£2.911m	£2.855m
2006/07	£2.888m	£2.361m
2007/08	£2.888m	£2.635m
2008/09	£2.888m	£3.515m
2009/10	£2.888m	£5.085m
2010/11	£2.795m	£5.963m

67. The approved 2011/2012 Revenue Budget for winter service operations on local roads has been set at £2.795m.

68. 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 regularly to the Strategic Policy & Resources Committee. The proposed expenditure on expanding the ice early warning system is Capital in nature but will be funded from Revenue and contained within budget.

## COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012

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

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

## EQUALITIES IMPACT ASSESSMENT (EqIA)

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

71. 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.

72. Assessed as relevant and the following positive outcomes expected following implementation:
- a) The Winter Manual will have a list of priorities for snow clearing in a Red Alert which will include giving priority to clearing bus stops and pedestrian crossing points (both designated pedestrian facilities, and at road junctions) to assist pedestrians, to complete the link between cleared footways and carriageways.
  - b) Publicity information on the Winter Service distributed to all households via the Council Newspaper, local media and [www.pkc.gov.uk](http://www.pkc.gov.uk) will recommend that members of the community should look out for vulnerable community members and see if they can provide any assistance to them. It will also emphasise that the Council needs the assistance and support of as many members of the community as possible in order to restore the roads and footways to a safe condition.

## **STRATEGIC ENVIRONMENTAL ASSESSMENT**

73. 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).
74. 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.
75. 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.
76. 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 under cover or 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.

## CONCLUSION

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

**JIM VALENTINE  
DEPUTE DIRECTOR (ENVIRONMENT)**

### NOTE

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

**Contact Officer:** Stuart D'All, 01738 625411, sldall@pkc.gov.uk  
**Address of Service:** Pullar House, 35 Kinnoull Street, Perth, PH1 5GD  
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Council Text Phone Number 01738 442573



**PERIODS OF COVER 2011/12**

**Appendix 1**

Instructions on morning reporting times for early start crews, Monday to Saturday, will be issued by Roads Service Staff during the previous afternoon

Period	Standby operated										Total		
	South					North							
	Perth	Kinross	Crieff	Blairgowrie	Aberfeldy	Blair Atholl							
(All changes take place at 12 noon)													
3 October – 24 October	0	0	0	0	0	0	0	0	0	0	0	0	Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby
24 October – 21 November	3	1	1	3	2	1	3	2	1	3	11	Limited system – reduced cover	
21 November – 19 March	6	2	3	6	2	3	6	2	2	3	22	Main standby system – full cover	
19 March - 2 April	3	1	1	3	2	1	3	2	1	1	11	Limited system – reduced cover	
2 April – 16 April	0	1	1	1	0	1	1	0	1	1	4	Control Centre in operation (operated from home) plus basic cover by Tayside Contracts Summer Standby	



**APPENDIX 2a**

**WINTER MAINTENANCE- LEVEL OF SERVICE & PRIORITY SYSTEMS 2011/2012 (CARRIAGEWAYS)**

Category	Definition	Routes (examples)	Length (km) Indicative Only	Hours of Cover	Service Provided
1a	The most important strategic routes	A977, A94, A91, A913, A926, A93 Perth – Blairgowrie A923 Blairgowrie – Tullybaccart A827 Aberfeldy – Ballinluig A822 Crieff – Greenloaning A924 through Pitlochry Various main roads in Perth (For full list see Appendix 3)	255	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 pre-salted when ice or snow is forecast and roads are not dry.
1b	Other strategic routes connecting larger communities and other main rural roads. Roads leading to important or sensitive locations such as hospitals or fire stations.*	A93 Blairgowrie – Glenshee A923 Blairgowrie - Dunkeld A827 Aberfeldy - Killin A822 Crieff - Dunkeld A823 (part), A824 (part), A912 (part), A923 (part), B9097, B920, B934, B935(part), B996, Perth City Bus Routes, B867, B9099, B947, B953, B8079, A924, B846, B8019, B898.	645	Until 21:00 all days. In the full cover period, complete morning de-icing by 07:30 (09:00 on Sundays and nationally recognised public holidays)	In ice and snow conditions or pre-salted when ice or snow is forecast and roads are not dry.  In severe snow conditions, Category 1b routes will be treated after Category 1a
2	Minor rural roads serving small settlements or a significant number of rural properties. Secondary distributor/local roads in settlements. Other urban or rural roads with special difficulties such as steep gradients.*		1310	08:00-15:00 Monday -Friday	In ice and snow conditions only, no pre-salting
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 normally treated unless there is hard, packed rutted snow on these roads with road surface temperatures below zero and treatment of all other categories has been completed
4	Rural public roads serving no habitation which because of their altitude, alignment and width cannot reasonably and safely be treated using normal winter maintenance plant.  Private (unadopted) roads which are not the responsibility of a Council service and which are not considered to have a wider community use.	U159 Kenmore – Garrows (Kenmore Hill). U161 Bridge of Balgae – A827 at Loch Tay.	8  14	Not treated	Not treated.

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

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

WINTER MAINTENANCE - LEVEL OF SERVICE & PRIORITY SYSTEMS 2010/2011 (FOOTWAYS)

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

Lower priority routes will only be treated once the higher priority routes have been treated unless operational factors such as efficient route planning dictate otherwise.

No footway treatment on either 25<sup>th</sup> December 2011 or 1<sup>st</sup> January 2012

## Category 1a Carriageway Routes

Route	Description
A822	Crieff to Greenloaning
A823	Auchterarder to Junction with A822
A824	Auchterarder to Aberuthven
A827	Aberfeldy to Ballinluig
A91	Yetts o' Muckart to Strathmiglo (through Kinross)
A911	Kinross to Fife Boundary at Auchmuirbridge
A912	Edinburgh Road, Perth to Fife Boundary
A913	Aberargie to Newburgh
A923	Blairgowrie to Angus Boundary near Lundie
A924	Through centre of Pitlochry
A926	Blairgowrie to Angus Boundary near Craigton
A93	A94 junction in Perth to Blairgowrie
A94	Perth Bridge to Angus Boundary near Meikle
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

