

COMMITTEE Enterprise, Planning & Infrastructure DATE 31 May 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Winter Maintenance Operations 2009 - 2010

REPORT NUMBER:

1 PURPOSE OF THE REPORT

The report is intended to provide Members with an overview of the strategy that the roads services operated throughout the City during the winter of 2009/10. It provides details of the rationale for the routes covered and details the types of cover that will be provided.

Members will be aware that the Council budget for 2009/10 for winter maintenance was £1.49 M, this was increased by £500K due to the severity of the winter.

2 RECOMMENDATIONS

- a) to note the contents of this report
- b) to instruct officers to continue with the comparison of other similar urban authorities winter services both in terms of operation and cost
- c) to note the recommendations of Section 13 of the Well Maintained Highways (Amended 15th December 2009) and how Aberdeen City are already complying with the majority of these requirements (See Appendix A)
- d) to incorporate, within the Winter Services Plan for 2010-2011, those recommendations in Section 13 of the Well Maintained Highways not already in the Winter Maintenance Plan 2009-2010
- e) to report back to Committee 7th September with the updated Winter Services Plan
- f) to agree that the report concludes Councillor Adams' motion and that it should be removed from the list

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue and Capital budgets for 2010 - 2011.

4. SERVICE & COMMUNITY IMPACT

Lack of a Winter Maintenance Plan will put the City at risk of snow and ice related problems also increase the council's liability in claims for injury

SOA & VDFL:

Aberdeen is an attractive place to do business 1.v,xviii,

Aberdeen will have high quality employment opportunities for citizens 2.vii
Ensure education is appropriate to pupil needs and ensure pupils leave
school with skills essential to living 3.viii

5. OTHER IMPLICATIONS

6. REPORT

Background:

Winter

The start of Winter Maintenance operations was held back this year in order to achieve part of the approved budget savings, overnight operations commenced November 14th and early morning operations commenced 23rd November. Some early season frosts meant that drivers were called in to treat priority routes prior to the start of these main operations (Appendix C for Priority definitions). Early morning treatments of the priority roads continued through November up to mid December when winter started in earnest with the onset of snow on the 18th December. What follow were prolonged periods of snow along with very low overnight temperatures causing major problems for the next 10 weeks. March was milder allowing only us to revert to early morning operations except for one major snow operation on the 30/31st March.

October: No Action

November: 3 No. Presalts, 10 No. early morning operations 1 No. day ice operation

December: 2 No. Presalts, 8 No. early morning operations, 1 No. snow day, 13 No. snow/ice operations

January: 1 No. Presalts, 10 No. early morning operations, 13 No. snow/ice operations

February: 1 No. Presalts, 15 No. early morning operations, 9 No. snow/ice operations

March: 6 No. early morning operations, 5 No. snow/ice operations

86 nights of the winter saw road temperatures below freezing with the lowest temperatures being recorded by the sensors around Aberdeen as -11.1°C road temperature and an air temperature of -12.8°C

Staff

Basic Winter Rota Operations

	<u>Commenced</u>	<u>Finished</u>
Winter Maintenance Co-ordinators	26/10/09	19/04/10
Nightshift driver	14/11/09	03/04/10
Early morning operations	23/11/09	26/03/10
Standby operations	23/11/09	26/03/10

This rota consists of the following resources:

- 2 Winter Maintenance Co-ordinators
- 2 Night Shift Drivers
- 8 Early Morning Drivers
- 3 Plant Operators
- 3 Tractor Gritters drivers
- 2 Kubota Drivers
- 1 Supervisor

The Standby Rota Consists of:

- 10 Drivers
- 3 Plant Operators
- 2 Kubota Drivers
- 1 Supervisor

These operations were for Priority 1 & 2 gritting routes and Priority 1 footpaths as described in the approved Winter Maintenance Plan. Along with these early morning operations to the priority routes, salting is also carried out to the access roads and car parks at the two park and ride sites.

This basic operating system for staff was carried out throughout the winter but was added to when a forecast of overnight snow or low temperatures was received, two additional overnight drivers were deployed to maintain the overnight routes and additional drivers were called in at 4.45 am to assist in echelon ploughing to the dual carriageways. Drivers from the standby rota continued to work over the evening rush hour period, continuing the gritting operations or dealing with stuck or jack knifed lorries.

Footpaths

After a public consultation exercise on Winter Operations in 2001 a decision was taken to increase Footpath clearing operations. A tender was issued for the lease of 6 No. Footpath Ploughs plus spreaders. This was duly awarded and the lease commenced in October 2001 for a period of 8 years. This lease ended in October 2009.

As part of budget savings in 2008-2009 a number of options were considered following benchmarking of winter maintenance operations. The approved option was to reduce footpath operations by reducing the size of the fleet by 6 No footpath plough. This was achieved by not extending or buying the leased Kubotas.

Another part of the saving was to stop standby operations for footpaths, and only commence footpath operations at 7.45am instead of 4.45am. This meant that the priority footpaths, as set out in the Winter Maintenance Operations Plan, were the only routes to be covered as part of the early morning operations. This change in operations was approved by the Policy Committee in 2008.

This reduction in Standby Staff meant that there were only 2 people on call for priority footpaths over the Christmas period. With the continued poor weather the Supervisors started to call in additional resources, and, even though they were on holiday, there was willingness by the men to assist. Resources were increase during most days during the holiday period allowing the majority of available Kubotas to be deployed.

After the holiday period the Kubotas on footpath operations were given additional support from Environmental Services building employees, these men were carrying out hand spreading to some footpaths. With **over 1200km of footways** it was not

feasible to have widespread coverage as anticipated by many members of the public. With a further **40% of remote paths** and areas within our Council housing estates requiring treatment the widespread expectation of “black” roads, footpaths and car parks would not be achievable in the prevailing weather conditions.

The speed that a Kubota can deal with the footpaths are dependant on several criteria, depth of snow, whether there is ice on the footpaths and programming operations with the back up team, one pick up plus two staff work with two or three Kubotas in order that a continual supply of salt/salt sand can be provided to the spreader.

Street furniture, poorly parked cars and wheelie bins also make this process slower. With the current conditions and a full compliment of staff this would take between 8 - 10 days to complete, this is not allowing for return visits to the shopping areas etc during periods of further snow.

The ability of the Kubotas to clear snow was demonstrated at the end of March when the snow remained ice free and the machines covered approx. one third of the city in one day.

Resources Used

As will be seen from the above the clearing of snow from footpaths is a highly labour intensive operation, in times of severe winter weather winter operations on footpaths continue between 8 and 12 hours a day and gritting and ploughing of roads is a 24 hour operation

The graph below shows the deployment of labour on winter operations throughout the year

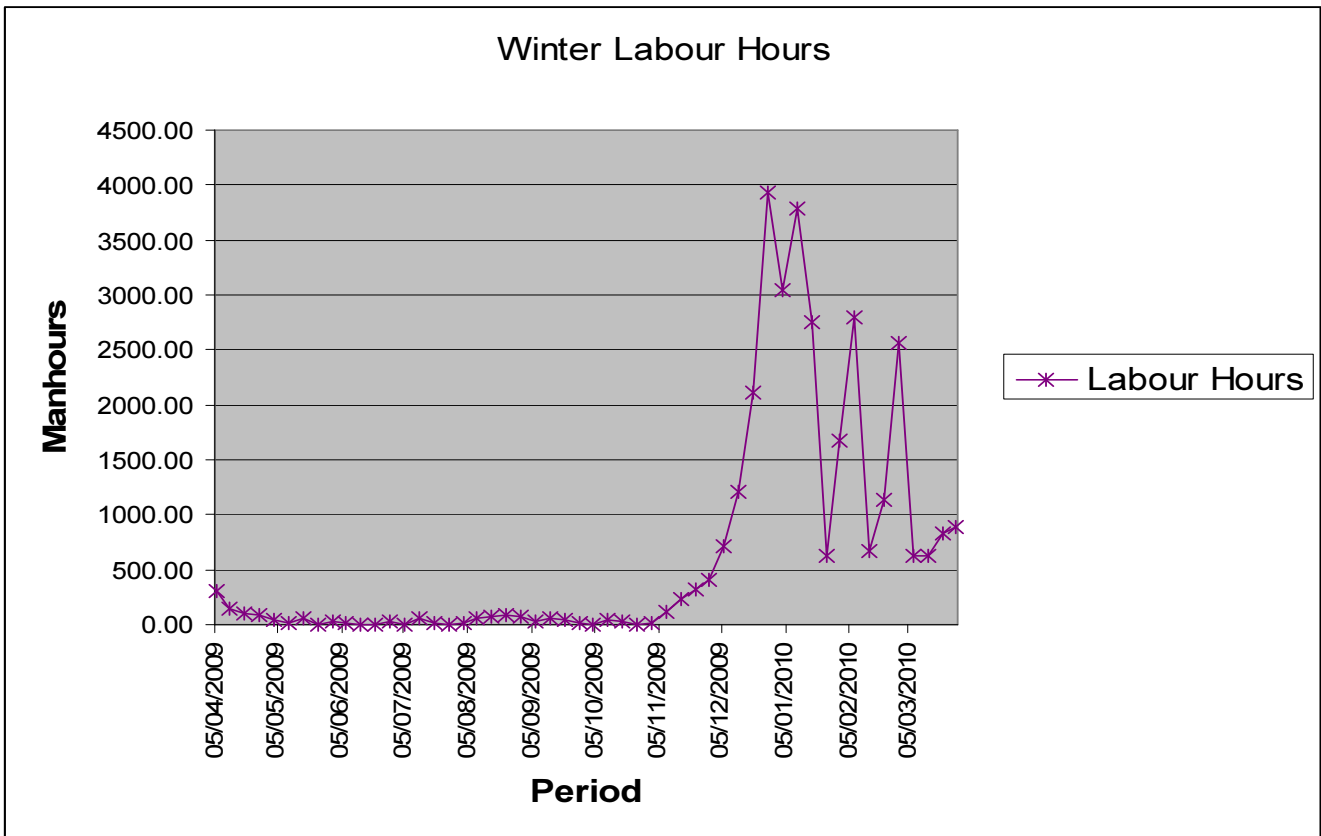
The following were the resources used during the winter to carry out the operations

West Tullos	47
Culter	5
Bucksburn	30
Ground Services	42

Additional resources that were used during this period were

Various small contractors approx 16 men plus vehicles
Environmental Services Street Cleaners
Environmental Services Masons and Roofers

Mechanics and staff from Fleet were on call and carried out works to the plant during the period



Grit Bins

Aberdeen City Council provides approx. 850 grit bins across the city to allow self help for people, whether pedestrian or motorist, who may be stuck, or slipping. As set out in the Winter Maintenance Plan these bins are checked and filled during the period end of October /early November, the operation, which is labour intensive, takes approx 3 weeks to complete. In total these bins hold around 600 tonnes of salt.

During a normal season operations take place to top up the majority of bins with some needing to be completely refilled, during this winter there was such a demand for salt that by the start of the Christmas break most bins were empty and labour had to be diverted from other operations to start to fill them.

The procedure for reporting that a grit bin required filling worked well, but due to the process being labour intensive and that the majority of staff were occupied in other winter operations the timescale to fill the bins exceeded public expectations.

Salt:

At the commencement of winter operations there was **13493** tonnes of rock salt in stock. During the winter period there was **21636** tonnes delivered and at the end of the winter period **9653** tonnes were left in stock. This means that a total of **25476** tonnes were used during the winter period, approx 70% more than in a standard winter

Monitoring of stocks during Christmas Period showed that we were using high levels of salt to combat the continual snow showers and the very low temperatures. To bring the stocks back to level contact was made with our suppliers, Cleveland Potash, over the Christmas period to start the process of obtaining a delivery of salt by boat. This arrived on the 4th January. With the salt shortages across Scotland the supply was shared between Aberdeenshire, BEAR Scotland and the City.

As of the 3rd January 2010 The 'Salt Cell' – which is comprised of the Cabinet Office Civil Contingencies Secretariat, DfT, Department for Communities and Local Government, Highways Agency and the Local Government Association which was

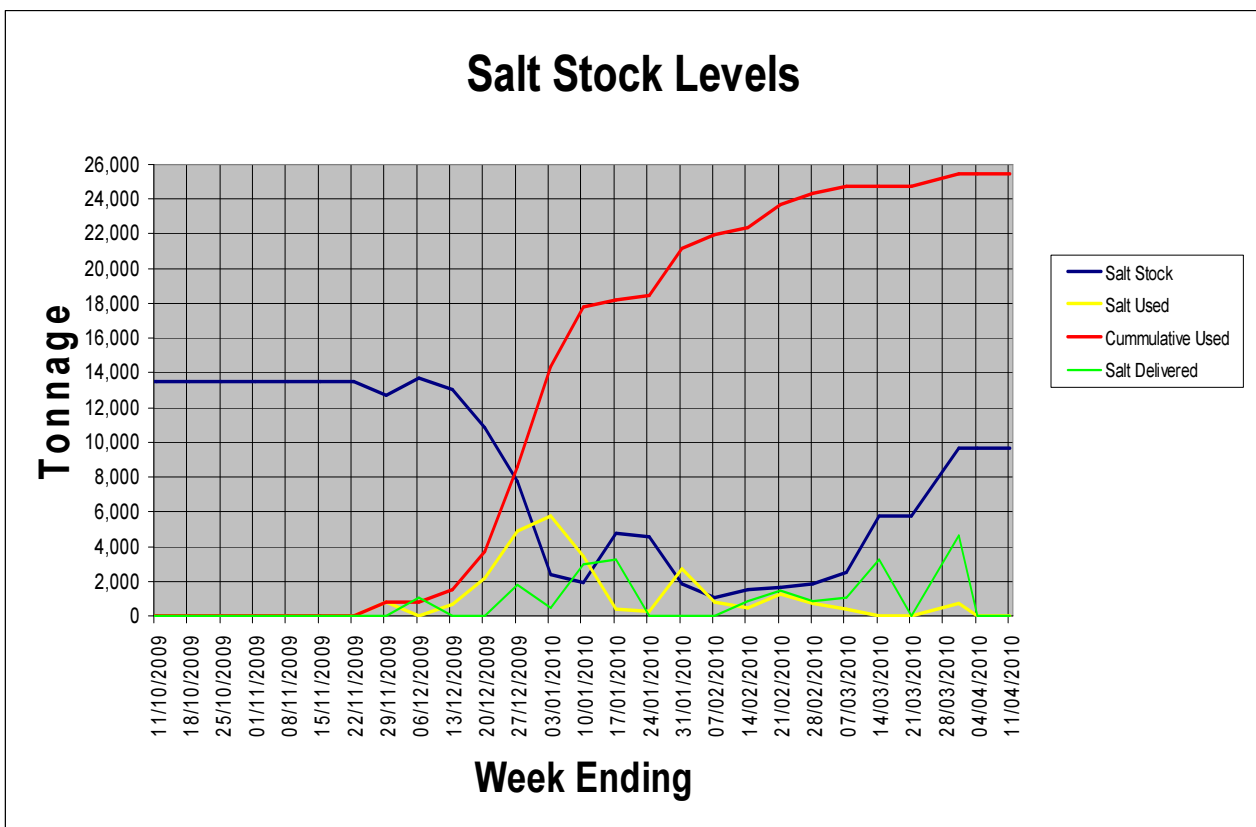
first implemented February 2009, came back into operation, this was due to the volume of salt being put down on the roads across the country. The amount of salt remaining in stock piles and the daily output figures from the salt mines were less than the daily salt usage across Britain.

Recommendations from the Salt Cell reduced the amount of salt being used and recommended that sand/ salt mixes be adopted on minor and housing estate roads. Policies of sharing salt and for diverting salt from the suppliers to the needy also were put in place. Aberdeen City did assist with “mutual aid” diverting some of our salt to Aberdeenshire and BEAR.

Due to the involvement of the Salt Cell we as an authority ended up paying more for salt delivered during this winter, but it should be noted that Cleveland Potash worked with the council and increases were kept to a minimum. Contracts that were in place were suspended as the suppliers shifted salt supplies to “needy” authorities who did not have the correct contracts in place or adequate salt stocks and restocking procedures.

Aberdeen City, Aberdeenshire and Moray have a joint tender for the supply of salt, with Aberdeen City and Aberdeenshire both opting to use Cleveland Potash for the supply.

Members should be aware that our salt stocks were as low as 800 tonnes. Close cooperation with our suppliers with regard to programmed deliveries and the careful management of the use of the salt meant that we were able to maintain salt operations to our priority routes



Sand

Due to the extremely low temperatures and in order to reduce the amount of salt used on footpaths and housing estates salt sand mixes were introduced to the operation, this was either a 1-1 salt sand mix or a 1-2 salt sand mix.

Use of a salt/sand mix or pure sand on City roads and footpaths increased the costs of sweeping and gully cleaning operations. The additional costs of disposing of the sand

to landfill following street sweeping and gully cleaning operations would be £80 per tonne.

Gullies still require cleaning and some streets and pavements still require sweeping from the sand put down in January and February. The trail of sand on the pavements did highlight the work done during the winter period but due to the volumes of snow and the condition of the ice, at the time, most of this work went unnoticed.

Problem Operations

During the winter period the priority routes were for the majority of the time kept clear and travel along these routes was unrestricted, the same cannot be said for the estate roads where ploughing and latterly salting proved to be difficult. The requirement to return to the priority routes in periods of snow or ice meant that these roads were often started but not completed and snow depths increased on a daily basis. Because a high percentage of people were at home during this period, or had decided to leave their cars at home due to the weather, there was no where to push the snow, cars parked on either side of the streets meant that if a driver had continued to push the snow in front of him damage could have been done to the parked cars.

Assistance was given to the Refuse Collection service in order that they could access some difficult areas of their routes. Assistance was also provided to the emergency services where required and access routes to Hospitals were maintained.

Any minor road or footway treated, or where a surface melt had occurred, quickly froze in the low temperatures that occurred, especially as soon as the sun went down.

Footpath operations provided major problems throughout the winter, the frozen surfaces slowing the progress of the Kubota and the ineffective salt due to the continual thawing and freezing of the surface. This was the pattern that continued through the winter, snow falling on frozen surfaces and the salt that was spread on the footpaths not fully working due to the extremely low temperatures but also because of the footfall on the pavements.

In order for salt to melt the ice has to change from a solid to a liquid and it is the brine solution that melts the ice and snow, to speed up this process it is helpful for the salt solution to be worked into the ice and snow. On the roads this is carried out by the wheels of the cars but on footpaths this is dependant on the footfall/pedestrian movements to carry out the same process. In areas of low footfall the salt does not go fully into solution so the salt forms a hole through the ice and once the solution is diluted with further snow it eventually freeze over leaving a more polished, more slippery surface.

The practice of allowing staff to leave early due to winter conditions leaves operating staff with a major problems, gritters cannot complete their afternoon runs and are often caught up in the ensuing traffic jams, traffic light setting are not prepared for the peak arriving two hours early and in some occasions where traffic is stopped at the lights and is unable to move once the lights have changed, for whatever reason, the detector does not see movement, quickly changes the lights to the alternative carriageway increasing holdups.

Grit bins provided a problem, quantity of materials required to fill the bins and the associated manhours meant that the workload was greater than normal years, in order to combat this problem in future years we will be looking at whether there is a mechanical attachment from a lorry to the grit bin to help speed up this process. This

will not be able to get to all grit bins within the city but should assist in the majority of cases

Gritting Fleet

A list of winter plant is given in Appendix B

As can be seen from the appendix our gritter fleet is not a new fleet and this year with the gritters running in some occasions 24 hours a day seven days a week there was a problem with the reliability of the plant.

Fleet Services provided a good service in keeping the machines on the road but there were problems in obtaining spare parts for some vehicles during the period, this was due mainly to an inability for companies to be able to deliver the parts due to the prevailing weather conditions.

Winter Maintenance Budgets

<u>Year</u>	<u>Budget</u>	<u>Spend</u>	<u>Emergencies</u>	<u>Spend</u>
2005-2006	£1641K	£2218K	£0	£328K
Contingencies	£1000K			
2006-2007	£1641K	£1615K	£300K	£245K
2007-2008	£1641K	£1741K	£300K	£327K
2008-2009	£1590K	£1878K	£0	£288K
2009-2010	£1499K+£500K	£2421K	£0	£0

Web Link to Aberdeen City Council Winter Maintenance Plan

http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp

In the ACC Website

Click on R

Click on Roads

Click on Snow Clearing

Winter Maintenance Plan is available as a download on the left of the page

Web Link to Well Maintained Highways

http://www.ukroadsliaisongroup.org/roads/well_maintained.htm

7. REPORT AUTHOR DETAILS

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Appendix A

Well Maintained Highways Code of Practice for Highway Maintenance Management Complementary Guidance (This was issued on 15th December 2009 as a result of the problems associated with the snow in February 2009)

RECOMMENDATIONS FOR SECTION 13 (Winter Service)

Compliance or changes in Aberdeen City Winter Service Plan shown in Bold

R13.1 Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.

Aberdeen fulfill this requirement within their Winter Maintenance Plan

R13.2 Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.

Defined within the Salt Supplier Contract, specific levels of salt have to be maintained during the winter season

R13.3 Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.

January and February should have a maximum of 10,200 tonnes of salt and a minimum of 7,300 tonnes, minimum salt should provide for a resilience period of 12 days allowing for two runs consisting of 20g/m²

R13.4 Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing winter service resilience.

This is already in place with Aberdeen City/ Aberdeenshire sharing the Salt Contract, sharing deliveries etc, we also work in partnership with BEAR in the sharing of depots and the Trunk road operations. Aberdeen City, Aberdeenshire and Moray share a contract for the provision of weather forecasts and road condition information

R13.5 Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.

Key priority areas are included within the Winter Maintenance Plan and include work for Sheltered Housing Social Work establishments and assistance to other Council Services to allow them to carry out their daily operations. Emergency operations through the police and Hospital are maintained. Education currently do not form part of these works

R13.6 Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.

Council staff are putting together ideas for providing greater information to the public via the Council Web Site, local media, Variable Message Signs etc, using the local media before the start of winter to highlight the council's preparations and the part that road users need to do to be prepared for the winter season

R13.7 Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.

A pre winter meeting will be set up to include all Council participants, police, local bus operators, hospitals etc

R13.8 Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.

Winter Maintenance Plan produced annually usually with Committee approval, from this year on it will, in order to comply with the change in definition be known as the Winter Services Plan

R13.9 Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.

Part of winter operations route sheets, is available on the website

R13.10 Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.

All main routes are prioritized and would be actioned according to their priority, majority of priority 1 routes are bus routes, the bus route changes are checked by PTU prior to winter, access to hospitals are on the priority system as are the fire and police stations

R13.11 Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.

See R13.4

R13.12 Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.

Aberdeen City already has this provision within the Weather Service Contract, met office are available 24hrs per day to deal with any queries

R13.13 Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.

Daily meeting with supervisors to discuss workload, staff deployment, forecast etc, around 1.00pm operations are set up for evening, overnight and early morning operations. Weekly rota set up to ensure staff availability

R13.14 To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.

All staff have the required training for their role, this includes Prime Mover(Gritter) City and Guilds, Use of winter forecasts, graph interpretation, scenario training by Met Office and Vaisala

R13.15 Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.

Drivers and staff go through early season training on routes and equipment, this is usually during the first two weeks of winter operations

R13.16 Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.

See R13.3

R13.17 As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.

This has been implemented in previous years where Balmedie Quarry has been used to stockpile additional salt. Aberdeen City are currently completing the lease of a property which will allow the storage of 4,500 tonnes of salt, and are talking with our salt supplier to stockpile salt there which we would pay for only when used. Additional salt storage is also available with the council having taken a lease of premises at 54 Park Road

R13.18 Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.

Scotland Exel are currently out for a framework agreement on the supply of salt but doubts are held as to whether this would benefit Aberdeen

R13.19 Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.

These are already being carried out see previous answers

R13.20 All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.

Post and pre winter meetings are held looking at all operations looking at staff, plant and materials

Appendix B

Winter Maintenance Plant 2009-2010

<u>Mainline Gritters</u>		<u>Pavement Tractors</u>	<u>Location</u>
R912UBC		D538FAS	Tullos
AE53TUP		D544FAS	Bucksburn
		F222KRS	Culter
			Bridge of
HV53EGD		F224KRS	Don
N398AEG		F644KSS	Tullos
N742VFL		F934HRS	Grounds
P993YWN		G186RSA	Grounds
P124KWB	7No.	G262RSA	Grounds
		G278DAR	Bucksburn
		G282DAR	Culter
<u>Demountable Gritters</u>		K423FSS	Grounds
SV05EDJ	Nido 5m3	K481JRS	Bucksburn
SV06FEX	Whale 5m3	K482JRS	Tullos
SV09DFY	Nido 5m3	K538HRS	Grounds
SV52UZX	Whale 5m3	K539HRS	Grounds
SV52UXY	Whale 2m3	L767NSA	Tullos
P929DSS	Econ 1.5m3	SV53FBD	Tullos
Y442RSA	Econ 9m3	SV53CWM	Tullos
SV03ENE	Econ 5m3	SV53CWN	Tullos
SV03ENF	Econ 5m3	SV54CDO	Tullos
	9No		27 No
<u>Unibody</u>		<u>Tractors</u>	
SV02KZO		SV02FVO	Bucksburn
SV57BUA		R142LSS	Tullos
SV04AHE		R64MSO	Culter
SV06FUE	4 No	G589MSA	Tullos
		N124USS	Tullos
		X893MSN	Tullos
		SV03CDE	Tullos
Total Number of Gritters	19 No	SV03DNF	Grounds
		SV04AOB	Grounds
<u>Lorries With Ploughs</u>			9 No
SV05EDJ			
V224DSA			
W391ORS			
Y932PSN			
SV02KZN			
SV03ENC		<u>Tractor/Loader</u>	
SV04AHA			
SV04AHF	8 No		
		Y741RRS	3 No
<u>Spare Plant</u>			
Bunce Box		<u>Bucket Loader</u>	
		R851MSS	
		W509BJW	2 No

Appendix C

Priority Definitions

Extract from Winter Maintenance Plan

1.0 Background

The City Council's winter maintenance policy provides a detailed specification and operational plan for the reduction of the effects of winter weather on the roads and footpaths of the city. It is reviewed every year by officers, taking on board any lessons learned from the experience of the previous winter.

2. Priorities and Standards

2.1 General

The Roads Sub-Committee agreed that the priorities for treatment and standards of treatment be determined in accordance with the relative importance of any particular road in the Road Network, and that the relevant Corporate Director be requested to endeavor to curtail the level of expenditure within the sum provided in the approved annual budget, bearing in mind the conditions which pertain and the policies set down in the report.

- 2.1.1 Priority 1 routes will be principal roads or other classified roads serving as the main routes of major traffic distributors. Priority 1 routes should also carry heavy traffic flows or serve as major public service bus routes or give access to public service or emergency facilities providing an essential public service. In special circumstances a road which does not meet the above definition may be considered a priority 1 route if it is regularly used and presents special hazards because it is habitually liable to drifting snow or freezing because of altitude or exposure etc. A road need not be considered a priority route at all times.
- 2.1.2 The standard to be aimed at on Priority 1 routes is that these routes should never become impassable to traffic unless there are abnormal conditions. Snow and ice clearance should be started as soon as practical when the need for it becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to salt for ice or clear a moderate snowfall of up to 50 millimetres depth (2 inches) within two and a half hours of the physical start of operations.
- 2.1.3 There should be, for these routes, a 24 hour a day, 7 day per week availability of crews and equipment with the standby arrangements being such that the response time for an instruction from a responsible officer of the authority to commence winter maintenance operations to the start of snow or ice clearing on site should not be greater than one hour.
- 2.1.4 Consideration should be given to the pre-salting of priority 1 routes on receipt of an adverse weather forecast to prevent the formation of ice or to make the clearing of snow or ice from the surface of the road less difficult.
- 2.1.5 A list of priority one routes should be drawn up. The routes will be collated into convenient lengths to be dealt with by one or more salt stores and the need to keep mileage, which is run empty for reloading to an absolute minimum.

- 2.1.6 The priority one routes should be reviewed annually in the late summer/autumn months to take account of changes in the road layout e.g. change from single to dual carriageway or in the light of new development and particularly the opening of new community facilities e.g. schools, health centres or similar, or in the light of changes in the road network and amendments to the routing of Public Transport.
- 2.1.7 Priority 2 routes will be principal and other classified roads not included in the priority 1 list but which serve as main roads or as traffic distributors and which carry medium traffic flows or give access to community or public facilities of a non essential nature.
- 2.1.8 In order to provide an efficient and effective use of labour and plant several of the Priority 2 Routes are included in the Priority 1 routes, the remaining Priority 2 routes will only be treated once the combined Priority 1& 2 routes have been opened to traffic. The remaining Priority 2 roads will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Additional resources from external Contractors may be employed to assist in the operation
- 2.1.9 Priority 3 locations are access roads, service roads, cul de sacs and minor roads where it could be expected that residents and employees etc could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route.
- 2.1.10 The standard for Priority 3 locations would be that they would not normally be treated unless conditions were severe enough to prevent the passage of emergency vehicles, where it was considered in the light of prevailing weather forecasts that the conditions might be expected to persist for some time or that there was an exceptional depth of snow packed snow or ice. In the case of a medical emergency or an event such as a funeral the location in question would be treated. Priority 3 locations due to width of access, or they are dead ends will not always be accessible with normal winter maintenance plant and would not be treated until all routes of a higher priority had been opened to traffic.
- 2.1.11 Non Aberdeen City Council maintained roads and roads or lanes providing a secondary means of access for service vehicles together with roads where there are no direct accesses to any habitations would not be treated except in the case of a medical emergency.

2.2 Priorities and Standards - Footways

- 2.2.1 The priority with regard to the treatment of footways is that, precedence will be given to those footways in the City for which the Council is responsible and which carry the greatest number of pedestrians. This means the central areas of the City where the shopping and commercial facilities etc are concentrated.. Precedence will also be given to footways and gradients, which are so steep, that would be dangerous when covered with ice or hard packed snow.
- 2.2.2 The standard to be aimed at for footways on the Priority 1 list is that, these footways should be kept in a safe condition for pedestrians during the whole of the business day. In "normal" conditions snow or ice clearance should be started as soon as practicable when the need for such treatment becomes apparent. Equipment and resources should be provided and should be capable of being

deployed sufficiently quickly to be able to begin treatment of a moderate snowfall within 2 hours.

2.2.3 All other footways in the city will be considered to have a lower priority although again precedence will be given to the more heavily trafficked routes, footways in the vicinity of major public services, medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate. These footways will be treated only when the Priority 1 routes have been treated and made safe for pedestrian movement and will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity.

During forecasts of snow or ice or for periods of snow or ice council employees will be deployed to treat Priority 1 footways and then continue into the Areas, additional resources from external Contractors may be employed to assist in the operation

2.2.4 Other equipment and resources should be deployed to deal with particular situations as conditions dictate, particularly where treatment has not been carried out and there is a public need for such treatment at individual locations, e.g. bus stops, pedestrian crossings, traffic islands and the like.

2.2.5 Privately maintained footways will not normally be treated.

2.3 Grit Bins

2.3.1 On lower priority routes both on carriageways, lay-bys and footways, grit bins should be provided where they can be sited without inconvenience or danger to residents and road users.

2.3.2 These grit bins should be provided, maintained and kept filled by the Council so that the salt, salt/sand mixtures would be readily available to Council employees, local residents or any other road user should they choose to use the facility. The locations and condition of all grit bins should be reviewed annually in late summer/autumn. It should be noted that whilst making use of grit bins, care should be taken as it is common for them to be used by some members of the public for the disposal of rubbish, such as glass, sharp metal and, in some instances, syringes which could result in injury to the user should they inadvertently come into contact with this material. Hazard warnings should be positioned on the lid of the grit bin

2.3.3 It is recommended that all grit bins be highlighted for public use with a telephone number to call allowing members of the public to inform on the location of the empty grit bin. Calls will be monitored on a daily basis during the winter and twice daily during periods of snow and ice.