

“Dealing with Winter”

Neighbourhood Operations

Dealing with Winter



Background to “Dealing with Winter”:

- q Why do we provide a Winter Service
- q When do we provide that Service
- q Where is the Service provided
- q How is the Service provided
- q Resources employed to deliver the Service
- q Rock Salt and Storage Facilities
- q How we prepare to Deliver the Service
- q Management Decision Making
- q Review of Winter Services

Why Do We Provide a Winter Service?

q The Roads (Scotland) Act 1984 Section 34 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”

However, the associated notes stress that this does not imply that the authority must clear all snow and ice at all times from all of their roads.

Why Do We Provide a Winter Service?



- q To assist in meeting these legal requirements the Council produces a Winter Service Plan which describes what steps will be taken to maintain the local road network free from ice and snow as far as the Council consider reasonable

COUNCIL POLICY FOR WINTER SERVICE

“Scottish Borders Council aims to assist road users in adverse winter conditions by providing a service which it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles, using available financial and operational resources”

When Do We Provide That Service?

- q The Winter Service is planned to operate between the beginning of November and the end of March with the ability to implement ad hoc arrangements if required
- q Met Office Weather forecast is received from Oct – April at 11am every day with an updated version at 8pm
- q Decision on appropriate treatment made by seven winter operations managers
- q If the weather forecast warrants:
 - q Carry out pre-treatment in the early evening
 - q Carry out “call-out” as required overnight
 - q Checks are carried out in the morning

Where Do We Provide The Service?



- q Over the entire 2,947km road network, with a total of 1,090 km (37% of the network) currently designated as primary salting routes - this equates to a total of 28 primary routes
- q Over the entire footway network, with currently 20 designated primary footway routes in the main towns and villages
- q Currently 1052 salt bins are distributed in towns, villages and rural areas

How Do We Deliver the Service?



Currently there are 7 operational depots across the Council

Depot	Primary Salting Routes	Primary Footway Routes	Salt Bins
Newtown St Boswells	4	5	157
Peebles	4	3	141
Hawick	5	3	153
Newcastleton	1	-	8
Galashiels	5	3	192
Duns	5	3	226
Kelso	4	3	183
Totals	28	20	(1052)

Resources Equipment

EQUIPMENT	NUMBER
Fixed Gritters	21
Demountable and Swap Body	18
Pick-up/7.5 t Gritters	11
Tractor Gritters	13
Footpath Gritters	30
Snow Blowers	5



Resources Systems

SYSTEMS	NUMBER
Forecasting Weather Stations	6
Observation Weather Stations	6
Access to Remote Camera Sites	7
Trunk Road and Ancillary Weather Stations	19



Salt Storage Facilities

The Department maintains 8 separate salt storage facilities with the stated capacity at:

Newtown St Boswells	1,700 tonnes
Peebles	5,000 tonnes
Hawick	2,200 tonnes
Gala	2,000 tonnes
Duns	2,100 tonnes
Kelso	1,700 tonnes
Jedburgh	1,800 tonnes
Lauder	2,500 tonnes
TOTAL	19,000 tonnes



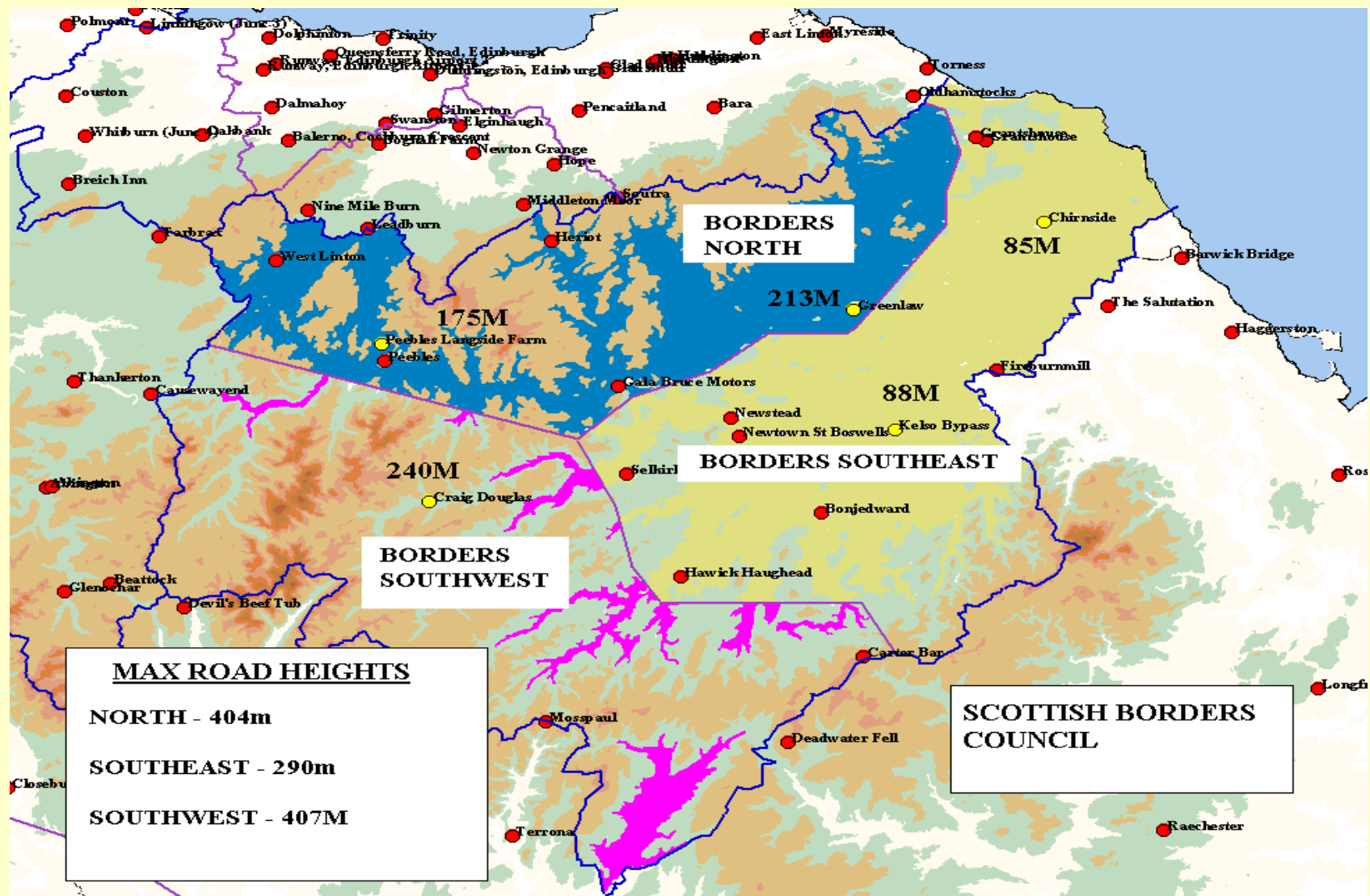
Newest salt storage facility at Eshiels Depot Peebles with a holding capacity of 5000 tonnes

Planned Actions over last 3 years.



2014-15			2015-16			2016-17		
	Planned Action	Salt Usage		Planned Action	Salt Usage		Planned Action	Salt Usage
Oct '14	3	155.76	Oct '15	2	118.69	Oct '16	0	0
Nov '14	18	584.17	Nov '15	23	2088.59	Nov '16	47	6039.86
Dec '14	48	7504.27	Dec '15	27	2787.21	Dec '16	26	2353.77
Jan '15	50	8602	Jan '16	36	8823	Jan '17	41	6243
Feb '15	47	6058.43	Feb '16	51	6874.54	Feb '17	39	4241.11
Mar '15	44	3622.09	Mar '16	28	2285.98	Mar '17	31	2093.18
Apr '15	25	925.92	Apr '16	18	1173.31	Apr '17	12	561.93
Total		27453	Total		24151	Total		21533

Decision Making - Climatic Domains



A701 Lamancha – 31.03.10



THE END