

ANGUS COUNCIL

INFORMATION REPORT

WINTER MAINTENANCE 2019/20 ACTIVITY REVIEW

1. INTRODUCTION

This report outlines the service delivery, weather severity and outturn expenditure on winter road maintenance for 2019/20.

2. BACKGROUND

- 2.1 The full standby period for winter treatment was established as 1 November 2019 to 31 March 2020 with two week lead in and out periods each side with reduced resources available on standby.
- 2.2 The winter just experienced was again one of the mildest in recent times leading to less frequent occasions where the carriageways saw temperatures dip to minus figures (centigrade) overnight requiring treatment with day temperatures rising above zero. Many of our customers are unaware of our treatment activities during such events where freezing conditions require attention often in the early hours of the morning. Routes still frequently required retreatment with rain washing off salt after treatment.
- 2.3 The relevant weather statistics are provided in **Appendix 1** of this report, and the treatment figures are provided in **Appendix 2**. Analysis to compare the 2019/20 winter season against the last 15 years has indicated that 2019/20 had:
- lowest number of days with fresh lying snow;
 - seventh lowest number of priority carriageway routes treated in the morning;
 - fourth equal lowest number of priority footway routes treated
 - No non priority footway routes treated in 15 years
 - Seventh lowest number of auxiliary routes treated
- 2.4 The first road treatment of the season was undertaken on 20 October 2019 and the early part of the season required higher than average treatment, as did the weather in February 2020 and the early part of March 2020. Whilst overall the winter was one of the milder years, with little snow days, there was still a higher than average number of occasions when the road temperature was below zero requiring treatment, particularly overnight. However sustained low temperatures during the day were infrequent.
- 2.5 Approximately 12,000 tonnes of salt was used during the winter of 2019/20 not including leachate. Just over 19,000 tonnes of salt was in stock at the start of winter.
- 2.6 Salt is procured by Tayside Contracts under joint tender for Dundee City Council, Perth and Kinross Council and Angus Council gaining the benefits of economies of scale. Salt was procured through our normal suppliers and with all UK road authorities having increased their resilience since 2010/11, salt orders were timeously received. Over the summer, supplies will be restocked to approximately 19,000 tonnes; 13,000 tonnes of which will be marine salt (to be stored in Forfar and Arbroath) and 6,000 tonnes of rock salt (to be held in the covered store in Forfar) for the start of winter 2020/21.
- 2.7 With regard to weather forecasting and data management and ice station maintenance this, together with Dundee City, Perth and Kinross, Aberdeenshire, Aberdeen City and Moray Councils, is procured through the Tayside Procurement Consortium.
- 2.8 The above are examples of effective application of shared services and collaborative working.
- 2.9 The A90 trunk road in Angus, which is maintained by BEAR Scotland Ltd on behalf of Transport Scotland, experienced generally the same weather conditions as the local roads and it was not necessary for the council to assist with winter maintenance on the trunk road at

any time during 2019/20. The A92 which is a Design, Build, Finance and Operate road between Claypotts in Dundee and Elliott in Arbroath for Dundee and Angus is also currently maintained by BEAR for Claymore.

3 FINANCIAL IMPLICATIONS

- 3.1 The net budget for winter maintenance was set for 2019/20 at £2,613,000 plus £28,000 for Tayside Contracts pay award uplifts, a total of £2,641,000. This included Standing Charges of £1,145,000 for plant, standby arrangements, depot costs; leaving a balance of £1,496,000 (57% of the budget) available for the day-to-day operational costs including salting/snow clearing activities and weather forecast costs.
- 3.2 The unaudited outturn expenditure figures for the 2019/20 winter service indicate a total cost of £2,434,000, which is £207,000 lower than the 2019/20 revenue budget allocation for winter maintenance of £2,641,000. The completion of the 2019/20 annual accounts process is currently ongoing. Any alteration to this position will be reported at a later date to the council as part of the finalisation of the 2019/20 annual accounts process.

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NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

List of Appendices:

- Appendix 1 – Winter Maintenance Expenditure 2019/20 Review Weather Statistics
- Appendix 2 – Winter Maintenance Expenditure 2019/20 Operational Activity Statistics

SCHEDULE 1 APPENDIX 1

WINTER MAINTENANCE EXPENDITURE
2019/2020 REVIEW

WEATHER STATISTICS

	Mth	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	15 Year Avg.
		/	/	/	/	/	/	/	/	/	/	/	/	/	/		
		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
No. of days with road surface temperatures below zero	Oct	0	0	3	6	1	4	2	7	0	0	0	0	1	4	7	2
	Nov	18	15	12	18	12	20	3	14	17	0	7	13	19	3	16	12
	Dec	21	20	24	24	26	28	24	18	10	20	9	6	24	18	19	19
	Jan	22	23	24	27	27	24	22	22	8	19	14	14	24	22	17	21
	Feb	21	15	20	16	25	13	8	22	12	20	21	11	27	17	24	18
	Mar	21	14	25	15	19	11	5	20	4	11	11	4	22	11	17	14
	Apr	8	3	12	0	5	1	4	8	0	1	3	0	5	1	1	3
Total		111	90	120	106	115	101	68	111	51	71	65	48	122	76	101	90
No. of days with fresh snow lying		27	14	29	26	35	27	12	43	12	15	16	8	26	7	6	20

**WINTER MAINTENANCE EXPENDITURE
2019/2020 REVIEW**

OPERATIONAL ACTIVITY STATISTICS

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	15 Year Avg.
	/	/	/	/	/	/	/	/	/	/	/	/	/	/		
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
No. of days priority carriageway routes treated (a.m.)	77	53	78	81	94	84	60	101	68	78	69	67	103	60	74	76
No. of days priority carriageway routes treated (p.m.)	53	53	51	57	67	62	43	68	33	55	43	42	85	50	64	55
No. of days non-priority carriageway routes treated	62	40	47	46	53	56	31	61	25	29	27	23	49	23	27	40
No. of days priority footway routes treated	33	16	17	21	35	41	27	47	9	35	19	12	51	22	16	27
No. of days non-priority footway routes treated	23	20	7	20	24	31	15	34	9	29	11	8	22	9	0	17
No. of days auxiliary routes treated	59	41	80	82	100	87	71	98	70	80	79	70	108	55	74	77