

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 26 SEPTEMBER 2023

WINTER ROADS SERVICES POLICY AND PLAN FOR 2023/24

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT

ABSTRACT

This report sets out the proposed Winter Roads Services Policy and details the proposed service provision for preventative treatment and snow clearing during the winter period 2023/24, together with contingency arrangements to cater for extreme conditions prevailing, in conjunction with the operational issues detailed in the Winter Roads Services Plan for 2023/24. This is as recommended by “Well Managed Highway Infrastructure – A Code of Practice”.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) note the service delivery, weather severity and outturn expenditure on winter road maintenance for 2022/23;
- (ii) approve the Winter Roads Services Policy for the forthcoming winter 2023/24;
- (iii) note the Winter Roads Services Plan for 2023/24;
- (iv) note the arrangements proposed to meet the costs of the Winter Roads Services during 2023/24 as set out in the report;
- (v) delegate authority to the Manager – Roads Assets to temporarily change the level of service as proposed in the report in extreme conditions as noted at 3.4.3 below; and
- (vi) delegate authority to the Manager – Roads Assets to deviate from the treatment decision matrix and introduce salt conservation techniques as proposed at 4.3 below if difficulties are experienced or anticipated in obtaining sufficient salt supplies.

2. ALIGNMENT TO THE COUNCIL PLAN

This report is aligned with the following priorities contained within the Angus Council Plan 2023-2028:

Caring for our People:

- We will support children, young people and adults to access appropriate opportunities which allow them to progress in their learning.
- We work as a core partner of Angus Health and Social Care Partnership to meet the health and social care needs of our adults.

Caring for our Place:

- We will maintain our roads, pavements, lighting, and other infrastructure efficiently and will focus on our priority routes and infrastructure.
- We will deliver efficient waste services and encourage more recycling and cleaner streets.
- We will support Tayside Contracts to transform its business to ensure a sustainable service.
- We will engage with communities to support their ambitions to deliver on local aspirations.
- We will support the development of more active travel routes around Angus.

Angus Council is Efficient and Effective:

- We will deliver our change programme.

3. BACKGROUND

3.1 Statutory Duty

- 3.1.1 Section 34 of the Roads (Scotland) Act 1984 places a duty on the Roads Authority to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads. It is therefore incumbent on the Council to determine the measures that it deems appropriate for the winter service on its public roads, which take into account the Council's overall priorities and available resources.
- 3.1.2 Angus Council will endeavour to use the resources available for winter maintenance in the most efficient, effective and economic way to prevent, as far as is considered reasonably practicable, snow and ice endangering the safe passage of pedestrians and vehicles over public roads and to minimise the inaccessibility of public roads and temporary disruption of traffic directly attributable to adverse winter weather conditions.
- 3.1.3 The Council will therefore operate a system of winter maintenance that gives priority to the more important and heavily trafficked sections of the public road network, both roads (carriageways) and pavements (footways).
- 3.1.4 The Council will encourage the use of self-help measures, including community-led provision of some local winter roads services.
- 3.1.5 The Council will not provide winter maintenance on private roads or prospective public roads. The Roads (Scotland) Act 1984 makes no provision to carry out winter maintenance operations on unadopted roads or footways. As the Council has insufficient resources to service the unadopted network, no provision will be made for treating roads and footpaths that are unadopted. The Council will, however, carry out winter maintenance on effectively adopted public roads (i.e. roads which have been constructed to the Council's standards and have been accepted for adoption at the end of the one year maintenance period, but which have not yet been added to the List of Public Roads).

3.2 Winter 2022/23

- 3.2.1 The winter road service delivery, weather severity and outturn expenditure on winter road maintenance for 2022/23 are set out as follows:
- 3.2.2 The full standby period for winter treatment was established as 5am on 31 October 2022 to 11pm on 26 March 2023 with lead-in and out periods and reduced resources available on standby of two weeks each side.
- 3.2.3 Winter 2022/23 was generally mild however we did experience considerably low temperatures on occasion. Many of our citizens are unaware of our treatment activities where freezing conditions require attention often in the early hours of the morning. Routes frequently require retreatment if rain washes off the salt after treatment. Although snow was not a predominant feature of this winter, ice was and this presented difficulties to remove due to the consistent and prolonged low temperatures we experienced. Temperatures of minus 5 degrees and below dramatically reduce the effectiveness of our treatment methods.
- 3.2.4 The relevant weather statistics are provided in **Appendix 1** of this report, and the treatment figures are provided in **Appendix 2**.
- 3.2.5 The first road treatment of the season was undertaken on 4 November 2022. The lowest temperature on the network was recorded as minus 7.2 degrees Celsius at the South Pearsie ice station.

- 3.2.6 Approximately 9,430 tonnes of salt was used during the winter of 2022/23 not including leachate losses. Leachate is the unavoidable loss of material due to its chemical make up where storage parameters allow this to happen, it is difficult to quantify this or anticipate it due to the external factors which influence it. 18,460 tonnes of salt was in stock at the start of winter. At the end of the winter approximately 7,500 tonnes remained in our depots in Forfar and Arbroath.
- 3.2.7 The A90 trunk road (TR) in Angus, which is maintained by Amey 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 2022/23. The A92 between Claypotts in Dundee and Elliott in Arbroath, which is a Design, Build, Finance and Operate road for Dundee and Angus, is currently maintained by BEAR Scotland Ltd for Claymore. The Transport Scotland operating company contract to manage and maintain the A90 (TR) moved to Amey on 15 August 2022.

3.3 Winter Roads Services Policy

- 3.3.1 The Winter Roads Services Policy and Plan for 2022/2023 was confirmed at the Communities Committee of 27 September 2022 (reference Report No. 331/22) and was largely unchanged from previous years and has proved to be robust and effective. It did however include changes in terminology to provide clarity on which routes will be treated as a priority and the likelihood of other routes being treated as a result of the review of winter roads services (reference Report No. 351/21).
- 3.3.2 Winter roads services policies and priorities should in accordance with the “Well Managed Highway Infrastructure – A Code of Practice” (the Code), be formally approved and adopted by authorities taking account of strategic objectives and integrated transport thinking. In developing the policy consideration is given to resilience, public transport, road users, walking, cycling, etc., as well as availability of resources.
- 3.3.3 The overall winter period, the core period, the level of resilience and treatment networks is set, as far as reasonably possible, with stakeholders in mind and based on risk as detailed in the following sections of this report.
- 3.3.4 The Winter Roads Services Policy for 2023/24 is included in **Appendix 3**.

3.4 Prioritisation of treatment and snow clearance of roads and footways

- 3.4.1 The treatment and snow clearance routes and definitions are detailed in the Winter Roads Services Plan for 2023/24 (see **Appendix 4**). A summary of the Winter Roads Services Plan for 2023/24 is provided in **Appendix 5** as a more accessible document.
- 3.4.2 Generally, in order to make best use of available resources, it is necessary to operate a priority system for the treatment and snow clearance of roads and pavements.

ROADS

- Category 1 Roads
Strategic routes including important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"
- Category 2 Roads
High land routes including bus routes to the Glens
- Category 3 Roads
Lower priority routes

PAVEMENTS

- Category 1 Pavements
Strategic routes including main bus routes; important commuter routes; and pavements serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"
- Category 2 Pavements
There are currently no routes in this category
- Category 3 Pavements
Lower priority routes – snow clearance only

3.4.3 There are real benefits in dealing with snow as quickly as possible when it is more easily cleared by making maximum use of available resources while conditions persist. It is recommended that authority is delegated to the Manager – Roads Assets to authorise the expenditure involved in providing a temporarily increased level of service (e.g. permitting weekend, public holiday and evening work on Category 3 routes and mobilising additional physical resources).

3.4.4 Once the Category 1 & 2 Road and Category 1 Pavement routes are in an acceptable condition, noting that with further low temperatures or additional snow they may require re-treatment, in heavy snow conditions (as experienced in the winter of 2010/11) resources will be used to address Category 3 Roads and Category 2 & 3 Pavements, as set out in the Winter Roads Services Plan for 2023/24 (see Appendix 4).

3.5 Treatment Response Time

3.5.1 The target treatment response time is 3 hours. The response time is defined as the time from leaving the depot and starting the route to completion. Where snow or extreme ice events occur the treatment time may be extended to deal with clearance or enable a reduced travelling speed on roads.

3.6 Operating and core winter period

3.6.1 As detailed in Winter Roads Services Plan for 2023/24 (see Appendix 4), there is a two week lead in/out prior to/after core winter period. Core winter period starts at 5am on Monday 6 November 2023 and ends at 11pm on Sunday 31 March 2024. The two-week lead out of four gritters covering the rural high speed (over 40pmh) roads is extended if winter weather persists.

3.7 Resilient Winter Roads Services

3.7.1 Conservation measures in light of resource shortages that may occur recommend including use of 50/50 grit sand/salt mixes as may be appropriate or in some cases to broadcast grit sand only. Grit/sand mixes have been used in the past on rural routes for traction. It can also be of benefit where salt is less effective when temperatures are below minus 5 degrees. It may also be needed to enable additional treatments beyond policy, which may result in reduced future work such as gritting prior to snow. The network treated may just be priority routes only or a reduced core network as detailed in the Winter Roads Services Plan for 2023/24 (see Appendix 2).

3.8 Salt holding at start of winter and minimum holding at any one time

3.8.1 Minimum stock holding from advice from the Code is 12,331T based on worst recent winter; is 5,500T, this is based on the minimum holding amount used in 18 days from 2009/10 without conservation measures.

3.9 Coordination and collaboration

3.9.1 This involves sharing to ensure resilience and saving to determine critical areas in conjunction with key public services. Tayside Contracts procures salt and plant jointly through Scotland Excel; Tayside Procurement Consortium has procured weather and ice station maintenance. Arrangements for cross boundary gritting are also in place. There is ongoing consultation with Police Scotland, Passenger Transport, NHS Tayside, the Angus Health and Social Care Partnership and neighbouring authorities.

3.10 Winter Roads Services Planning

Councils should consider the following:

- Communication – critical externally and internally, including self-help measures – as detailed in the Winter Roads Services Plan for 2023/24 (see Appendix 4);
- Treatment Routes - prioritised and detailed in Winter Roads Services Plan for 2023/24 (see Appendix 4); and
- Contingency Planning – taking account of exceptional conditions.

Angus Council notes treatment route types and communication needed as well as the level of resilience as set in the Winter Roads Services Plan for 2023/24 (see Appendix 4).

3.11 Winter Roads Services Delivery

3.11.1 Councils should consider the following:

- Decisions and Management;
- Information Recording and Monitoring Resources;
- Training and Development;
- Route and Equipment;
- Plant and Vehicles;
- Precautionary treatments;
- Salt and De-icing Materials and management of; and
- Post Snow Inspection and Maintenance.

Angus Council approach is as follows:

- Priority gritters have GPS fitted;
- Drivers' hours considered by Tayside Contracts;
- Training and route familiarisation and keeping records carried out by Tayside Contracts;
- Council ensures training and competence of own winter staff and keeps records;
- Preparation and maintenance of plant by Tayside Contracts including calibration start and mid-season;
- Salt procured and stored by Tayside Contracts as above;
- 12,331 tonnes of salt held at start of season based on experience of maximum historical use and an additional 4,000T ordered to arrive in Jan. order split due to introduction of increased rock salt use
- Number of stockpiles of salt as sufficient is held within region at start of winter and can be procured if needed combined resilience measures in place;
- Rock and marine salt and Pre wet techniques used for roads;
- Farmers/Agricultural contractors used for ploughing and gritting; and
- Farmers used for self-help ploughing.

3.12 Review

3.12.1 Councils should undertake an annual review. A post-winter wash-up meeting is held with Tayside Contracts and actions identified for addressing ahead of subsequent winter along with statistical information recorded for consideration – see section 3.2 of this report, which details costs, salt stock usage and experience from winter 2022/23.

3.13 Budgetary Provision and Expenditure Control

3.13.1 The provision of a winter roads service must take into account the vagaries of local winter weather, which can vary widely from year to year in both the severity and the frequency of occurrence of wintry conditions (snow and ice). The unpredictable nature of the climate requires a pragmatic, responsive and reactive approach to the provision of resources. In practice, resources should be available to allow a measured response to an "average winter" with contingency plans made to take account of particularly abnormal (mild or severe) winters.

3.13.2 The recommended approach is:

- (i) to differentiate between fixed costs and variable costs;
- (ii) to adjust the level of service to contain fixed costs and variable costs for an average winter to keep within budget; and
- (iii) to have contingency arrangements in place to deal with a projected overspend or underspend as a result of abnormal weather. These contingency plans must take account of the possibility of prolonged severe weather, particularly very late in the financial year, while still working within the budgetary provision.

3.13.3 Fixed costs include plant and equipment, storage and handling charges for salt, grit bins, fixed costs of standby payments, training and costs of office, depot and garaging facilities. The majority of these items form part of the standing charges paid to Tayside Contracts.

- 3.13.4 Variable costs include running costs of plant, salt used, driver costs and payments to outside contractors for assistance with snow clearing. Variable costs will also include breakdown costs of plant during the winter period.
- 3.13.5 Whilst the fixed costs are broadly independent of the number of treatment activities occasioned by the weather conditions and can be estimated with some confidence, the variable costs are mostly dependent on the prevailing weather conditions and the subsequent responses.
- 3.13.6 In the event of a sustained period of severe winter weather and the likelihood of the budgetary provision being exceeded, this would be reported to the Director of Finance and the appropriate committee in accordance with the Council's Financial Regulations.
- 3.13.7 If the severity of the winter weather is such that other planned and programmed road works cannot be carried out, then it is sometimes possible to transfer the "underspend" from these works to Winter Roads Services operations, thus assisting in containing the total expenditure within the overall revenue budget. This would however lead to a shortfall in revenue budgets remaining to undertake the required road works that were delayed by winter weather. Additionally, severe winter weather can exacerbate the deterioration of the road network, which introduces an additional burden on the budgets for both revenue and capital roads maintenance works. However, if all the indications are that expenditure on Winter Roads Service operations will be less than the budget allocation any "underspend" on winter can be transferred to fund other roads maintenance revenue works.
- 3.13.8 A working group involving Tayside Contracts, Angus, Dundee and Perth and Kinross Councils is continuing to review standing charges to maximise efficiencies and savings.

4. PROPOSALS

- 4.1 The main proposals of the winter roads service are detailed in the Winter Roads Services Policy (see Appendix 3) and Winter Roads Services Plan for 2023/24 (see Appendix 4). This includes details of the hours of service; prioritised routes; type of plant and equipment; and type and quantity of salt used in treatment. These broadly harmonise across Tayside local authorities (Angus, Dundee and Perth and Kinross Councils).
- 4.2 The Council welcomes community groups, existing and new, particularly in villages, taking direct action in gritting and snow clearance. This theme was identified in the review of winter roads services (report No. 351/21) and is supported by the Council where possible by means of advice towards encouraging more delivery of non-core winter roads services by communities. Our current Policy which is proposed for approval for 2023/24 welcomes engagement with community groups or representatives towards the identification of resources towards increasing resilience where communities wish to participate in gritting and snow clearance.
- 4.3 Extreme weather conditions as previously experienced in the area can create salt shortages. It is therefore recommended that the Manager – Roads Assets be delegated the authority to apply salt conservation measures if future weather conditions merit such measures. This entails varying the decision matrix in the Winter Roads Services Plan for 2023/24 (see Appendix 4) to allow the use of 50/50 grit sand/salt mixes as may be appropriate or in some cases to broadcast grit sand only (see paragraph 3.7.1 of this report).
- 4.4 Angus Council has undertaken collaborative procurement previously, through Tayside Procurement Consortium, with Highland, Perth & Kinross, Dundee City, Aberdeen City, Aberdeenshire and Moray Councils for winter weather forecasting and similarly with some of these authorities for weather bureau services and ice station maintenance. The Council continues to extend these arrangements to obtain best value.
- 4.5 The Council has placed a heavy reliance on the use of marine salt in the past primarily due to its purity and weather resistant qualities however in recent years escalating shipping costs together with a fluctuating exchange rate has led to increasing marine salt costs. This combined with improvements in the quality of mined UK (rock) salt, and its lower price in comparison to marine salt and evidenced effectiveness by a neighbouring Council has led to a strategy of using both marine and rock salt albeit with an increased reliance on rock salt. The performance

and potential savings of increased rock salt use will be monitored and reviewed across the 2023/24 winter period.

5. FINANCIAL IMPLICATIONS

- 5.1 The net budget for winter maintenance was set for 2022/23 at £2,823,357. This paid for standing charges which included plant, standby arrangements, depot costs, preparation and unscheduled vehicle maintenance and also preparation costs for the day-to-day operational costs, which includes salting/snow clearing activities and weather forecast costs.
- 5.2 The unaudited outturn expenditure figures for the 2022/23 winter service indicate a total cost of £2,952,050 with a £128,693 overspend on the revenue budget allocation for winter maintenance of £2,823,357. The completion of the 2022/23 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 2022/23 annual accounts process.
- 5.3 The approved budget for Winter Roads Services third party payments for 2023/24 has been established at a sum of £2,964,357.
- 5.4 As in previous years, the intention is to provide the best level of service possible within the available budget prioritising treatment of Category 1 & 2 Roads and Category 1 Pavements. In practice, winter roads service operations are dictated by the prevailing weather and the responses required in accordance with the council's policy and agreed level of service, which is set by the Winter Roads Services Plan for 2022/23 (see Appendix 4).
- 5.5 Some costs (related primarily to ensuring a state of "being prepared") are fixed and will be predictable once the relevant standing charges and rates have been agreed with Tayside Contracts.
- 5.6 Other costs are variable and are proportional to the treatment activity required in consequence of the severity of the winter and, as detailed above, a severe winter can greatly increase the expenditure required to provide the approved level of service.
- 5.7 The costs for the winter roads services will be monitored closely as winter 2023/24 progresses, and where there are indications that the projected expenditure is likely to be at variance with the budget, this shall be reported through the corporate revenue monitoring P&R committee reports with proposals for any necessary budget adjustments for the consideration of the appropriate committee.
- 5.8 The increased use of rock salt, as detailed in paragraph 4.5, has the potential to generate significant savings over the 2023/24 winter period. This will be monitored over the duration of winter to establish its true value and will contribute towards the identified revenue savings from the cyclical roads maintenance budget contained within the Council's current Finance and Change Plan. The anticipated saving will also contribute towards containing budget issues and annual inflationary pressures across the winter services provision.

6. EQUALITY IMPACT ASSESSMENT

An Equality Impact Assessment has been carried out and is attached.

7. CONSULTATION

Angus Council Directors and Tayside Contracts have been consulted with in the preparation of this report

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:

- Report No. 331/22 – Winter Roads Service Policy and Provision for 2021/2022 – Communities Committee – 27 September 2022.

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List of Appendices:

- Appendix 1 – Winter Maintenance Expenditure 2022/2023 Review - Weather Statistics
- Appendix 2 – Winter Maintenance Expenditure 2022/2023 Review - Operational Activity Statistics
- Appendix 3 – Winter Roads Services Policy 2023/24
- Appendix 4 – Winter Roads Services Plan for 2023/24, including Operational Details
- Appendix 5 - Summary of the Winter Roads Services Plan for 2023/24



Equality Impact/Fairer Scotland Duty Assessment Form

(To be completed with reference to Guidance Notes)

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): Winter Roads Services Policy & Plan 2023/24 procedures

Step 2

Is this only a **screening** Equality Impact Assessment Yes/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

(i) It does not impact on people Yes/No

(ii) It is a percentage increase in fees which has no differential impact on protected characteristics Yes/No

(iii) It is for information only Yes/No

(iv) It is reflective e.g. of budget spend over a financial year Yes/No

(v) It is technical Yes/No

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment Yes/No

Is this a Fairer Scotland Duty Assessment Yes/No

If you have answered Yes to either or both of the above, continue with Step 3.

If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i)Lead Directorate/Service: Infrastructure and Environment

(ii)Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

Section 34 of the Roads (Scotland) Act 1984 places a duty on the Roads Authority to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads. It is therefore incumbent on the Council to determine the measures that it deems appropriate for the winter service on its public roads, which take into account the Council's overall priorities and available resources

(iii)What is the aim of the proposal? Please give full details.

The main proposals of the Winter Roads Services Policy is to outline the operational arrangements of the Council in delivering these services. This includes details of the hours of service; prioritised routes; type of plant and equipment; and type and quantity of salt used in treatment.

(iv)Is it a new proposal? ~~Yes/No~~ Please indicate OR

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? ~~Yes/No~~ Please indicate this is a review and updated policy completed annually based on any engagement and understanding gained from the dynamic and unpredictable conditions faced every year

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees ~~Yes/No~~

Job Applicants ~~Yes/No~~

Service users Yes/~~No~~

Members of the public Yes/~~No~~

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Data is actively reviewed throughout the winter period as things develop and trends recognised to allow us to adapt within the policy. Complaints and satisfaction reports are also captured and are considered ahead of the reviewed policy

Internal consultation (e.g. with staff, trade unions and any other services affected).

Key internal staff are consulted during the process of reviewing the policy annually

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

In updating this years policy external data had been reviewed to determine performance however it can only be relied upon as a guide due to the unpredictability of winter conditions each year.

External consultation (e.g. partner organisations, national organisations, community groups, other councils.

An engagement meeting is held annually at the end of Winter including our Contractor, neighbouring Local Authorities and other key stakeholders as required to identify any improvements that can be made operationally

Other (general information as appropriate).

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? Yes/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

Age

Impact

Positive for children, as school routes prioritised. Potentially positive for older people who use buses more

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Disability

Impact

Potentially positive for people using priority routes near hospitals

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Gender reassignment

Impact

Neutral

Marriage and Civil Partnership

Impact

Neutral

Pregnancy/Maternity

Impact

Neutral

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Race - (includes Gypsy Travellers)

Impact

Neutral

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Religion or Belief

Impact

Neutral

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Sex

Impact

Positive. Statistics show that more females use buses, shopping centres and are more likely to take children to school

Location and severity of winter weather dependant however the proposed strategic routes include important bus routes; important commuter routes; and roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

Sexual orientation

Impact

Neutral

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

N/A

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

As with every year we will monitor feedback received and local impacts based on the severity of the weather encountered and will react as best possible within the parameters of the proposed policy

Step 10: If a potentially negative impact has been identified, please state below the justification.

N/A

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

By the Council taking such steps as it considers reasonable to prevent snow and ice endangering the safe passage of vehicles and pedestrians over public roads during winter weather conditions

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

Continued monitoring annually and amending as possible

Step 13: FAIRER SCOTLAND DUTY

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future.

Impact

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Impact

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport).

Impact

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Impact

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

This will be an agenda item on monitoring meetings undertaken throughout the course of the winter period where deviation will be captured and recorded

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

Council website along with relevant Committee report

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: Scott Dryden, Team Leader – Roads Operations 18/09/23

Reviewed by: Pete Morton, Manager – Roads Assets 18/09/23

Approved by: Graeme Dailly, Director – Infrastructure & Environment 18/09/23

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
