



Renfrewshire  
Council



# RENFREWSHIRE COUNCIL WINTER MAINTENANCE PLAN 2020-21

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# 1 INTRODUCTION



Winter weather can adversely affect the safety of road users / pedestrians as well as the availability and reliability of the road network during the winter months.

Renfrewshire Council recognises the importance of successfully delivering an effective winter service for the support of economic and social wellbeing in our region.

This Winter Service Plan details the arrangements that are in place for dealing with ice and snow on our network and outlines the decision-making process. relating to matters such as treatment priorities and when and how routes are treated.

## 2 POLICY



### 2.1 Statutory Obligations

Under Section 34 of the Roads (Scotland) Act 1984, the Council has a duty to ‘take such steps as it considers reasonable, to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads’.

This applies to all adopted carriageways, footways, footpaths and pedestrian areas for which the Council is responsible.

The Code of Practice for Well Maintained Highways recommends that Local Authorities should demonstrate that they are taking reasonable steps to keep the public safe during winter periods.

### 3. Responsibilities

#### 3.1 Overall Responsibility



As the Roads Authority, Renfrewshire Council has the overall responsibility to provide an effective Winter Service in accordance with its duties. The responsibility for the efficient and effective delivery of winter service operations sits with the Environment and Infrastructure section.

The Council keeps the road network operating safely through precautionary treatment by pre-salting roads to reduce the effect of frost and frozen conditions, taken forward on a routine, planned basis. The road network is currently split into Primary, Secondary and Tertiary routes. Planned pre-gritting is only undertaken on the Primary network. The Secondary network is treated after the Primary routes, where there is time and resources to cover them, and it is likely that the freezing conditions will continue. Tertiary routes will only be treated when extended weather conditions persist, all Primary and Secondary routes have been treated and resources have become available.

Environment and Infrastructure also play a key role in any emergency response to the severe weather to prepare, respond and recover from the impact of any severe weather event, including the effects of heavy snow.

## **3.2 Operational Responsibility**

Environment and Infrastructure has the responsibility for the operation of the Winter Service Plan. Duties include, but are not limited to:

- Arranging for supplies of salt to be available at the start of the winter season, monitoring salt usage and ensuring an appropriate level of salt in the stockpile
- Arranging for specialist vehicles and equipment to be available throughout the winter period
- Checking and calibrating salt spreading equipment
- Ensuring all operatives receive adequate and appropriate training in Winter Service activities.
- Providing a list of all routes designated for salting treatment
- Monitoring all aspects of the Winter Service and providing information on performance indicators for the service
- Maintaining full and comprehensive records of all winter service activities
- Assessing the need to carry out post salting or snow clearance to footways and ensuring the works are carried out when necessary
- Assessing the need to carry out post salting or snow clearance of the remaining road network during prolonged spells of sub- zero temperatures, and ensuring the works are carried out when necessary
- Carrying out an annual review of all aspects of the service and updating the Winter Maintenance Plan
- Liaising with adjacent roads authorities and Transport Scotland and their agents in the preparation of the Winter Service Plan to ensure continuity of service across boundaries
- Establishing contact numbers for access to emergency services control rooms, public transport operators, local media and the motoring organisations
- Arranging for weather forecasts and road and weather monitoring information to be available throughout the winter period

## **3.3 Decision Making**

Operational decisions will normally be made by the designated Winter Service Duty Manager, except when weather conditions have changed unexpectedly. If instructions have changed due to such circumstances, the Duty Supervisor should inform the Winter Service Duty Manager of the change and the reasons for it at the earliest possible opportunity.

The day to day decisions will be made using forecasts from the weather provider and the road and weather data from monitoring stations to support decision making.

On receipt of a weather forecast or update throughout the winter period the Winter Service Duty Manager will reach a decision on action for the next 24 hours. If treatment is planned a decision record will be produced which will include the required salt spread rate, including post salting and / or snow clearance. This decision will be distributed to appropriate operations personnel and key partners.

The Council will endeavour to ensure that salt is spread, as necessary, prior to the formation of ice or the settling of snow on the priority network. When the road surface temperature falls below +1°C with forecast of freezing conditions and ice forming, precautionary treating shall take place unless:

- There is enough residual salt on the road to deal with the expected conditions, or
- The weather forecast information indicates that the road surface temperature will rise before the roads could be salted or there will be no period of frost that could cause icing

### **3.4 Arrangements with Adjacent Authorities**

Reciprocal arrangements have been made with adjacent authorities to ensure the most efficient and consistent treatment of routes at boundaries and cooperation in providing the Winter Maintenance Service. These arrangements are outlined in Appendix A, Arrangements with Adjacent Local Authorities.

Reciprocal arrangements are in place with Amey who are responsible for the Motorway and Trunk Road network within Renfrewshire.

## 4. Route Planning & Treatment



### 4.1 Network

The priority network is reviewed on an annual basis, taking into account any alterations to the specified gritting criteria or changes to the network. All routes have been devised to ensure efficient coverage within reasonable timescales.

### 4.2 Precautionary Treatment

When forecast that road surface temperatures will fall below  $+1^{\circ}\text{C}$ , roads will be treated at the discretion of the Winter Duty Manager.

Precautionary treatment is the best method of dealing with both snow and ice. Salt spread rates are set to the appropriate width of carriageway, which may be both lanes of single carriageways or both lanes of one side of a dual carriageway or 4 lane road. Vehicles will generally travel in the left-hand lane and the spreading pattern will be set to cover both lanes unless multiple passes are required.

Sustained low temperatures occur only rarely. When this occurs, account is taken of the need to increase the rate of spread of salt. Below  $-9^{\circ}\text{C}$  the action of salt is largely ineffective.



### 4.3 Carriageway Priorities

The following carriageway priorities will be treated if it is forecast that ice or snow is likely to be present on road surfaces:

- (i) **Priority 1 routes:** These are the strategic road network routes that is given priority for treatment. There are 6 priority 1 routes, totalling more than 54% of Renfrewshire's road network. These roads include Renfrewshire's key arterial roads.
- (ii) **Priority 2 routes:** 'B' class roads and main distributor and main bus routes including, where appropriate, access routes to hospitals, ambulance depots, main police stations, fire stations and schools.
- (iii) **Priority 3 routes:** Local distributor roads including those serving industrial estates, isolated communities or dependent establishments.
- (iv) **Priority 4 routes:** Local access roads within communities and local rural roads.

Treatment of Priority 2 – 4 routes will only be carried out if, after completion of Priority 1 routes, there is adequate time and resources to cover them and that freezing conditions will continue.

The Duty Manager has the authority to amend agreed treatments should updated forecasts or conditions make this necessary.

Priority Routes for Gritting can be viewed at:

<http://www.renfrewshire.gov.uk/article/2236/Priority-roads-for-gritting>

### 4.4 Footway Priorities

The priority footway/footpath network is as follows:

- Paisley, Johnstone & Renfrew Town Centre Pedestrian areas.
- Other designated areas of high pedestrian usage including shopping areas, precincts, routes serving schools, health centres, hospitals and community centres.

The treatment of footways will generally only be considered after freezing conditions for several days without any thaw, however, where there is a significant snow event forecast precautionary treatment will be carried out in advance.

During any freezing or snow event focus will be solely on the treatment of priority networks. Once these have been completed assistance will be provided in other areas as required during normal working hours.

## 4.5 Grit Bins

There are over 540 grit bins sited locally throughout Renfrewshire for Communities and members of the public to access. The locations of all grit bins are shown on the Council's website and any restocking requests should be made to the Council's Customer Contact Centre on 0300 3000 300. The criteria for assessing the requirement for a grit bin is given in Appendix B.

In addition to the 540 grit bins, there are 20 new, larger sized, community grit bins, located throughout Renfrewshire (see Appendix B for locations). During periods of severe weather these bins will be prioritised for restocking.

Maintaining stock in grit bins will be dependent on the available resources and prevailing conditions. In severe and prolonged winter weather we may not be able to carry out restocking as our resources will be directed towards treating our network.

## 4.6 Renfrewshire Community Safety Partnership

During periods of severe weather, the Renfrewshire Community Safety Partnership are available to assist members of the community, wherever possible, by:

- Visiting/contacting vulnerable members of the community;
- Obtaining supplies in emergency situations;
- Assisting other services to clear critical pathways in communities;
- Carrying out high-visibility patrols in severe weather, wherever possible, to provide reassurance;
- Providing support to school crossing patrollers;
- Providing transportation assistance in emergency situations.

The Council also welcomes interest from community groups or individual members of the public, particularly in snow conditions, where in certain circumstances additional salt can be provided to enable clearance of footways. Any groups interested should contact

Renfrewshire Community Safety Wardens on 0300 300 0300.

## **4.7 Priority School Routes**

Facility Management staff will grit and clear snow from the entrance door of the school to the gate at the entrance in the school grounds.

During snow and ice events, approximately 100 metres of footpaths either side of the main entrance gate to the school will be treated.

There are a number of schools that, due to their geography, will require support from the Roads and StreetScene service. Since last winter every school has been assessed to prioritise those schools that require the greatest assistance.

In severe weather it will not be possible to keep all entrance paths into schools clear.

## 5. WEATHER PREDICTION



### 5.1 Forecasting

To provide a reliable and robust winter service, the Council have a number of forecasting tools at their disposal to plan the best treatment regime throughout the winter period. These include:

- weather forecast
- road and weather monitoring data
- actual condition of the network

Renfrewshire Council is a member of the West of Scotland Local Authority partnership that receives detailed weather forecasts each day for the period from 1<sup>st</sup> October to 15<sup>th</sup> May each year. All road weather forecasts are provided by the weather provider via their online weather management system. Contact is made directly with the Duty Manager out of hours to ensure that all decisions are based on the most up to date information.

There are 4 local weather monitoring stations, which are also used to provide supporting information for decision making, these are located at:

- A737 at Howwood
- B786 Stepends Road
- B775 Gleniffer Road
- East Fulwood at Georgetown Road

The data that is made available to support decision making includes:

- Road surface temperature
- Air temperature
- Dew point (indicating moisture on the road)
- Precipitation levels and timings
- Surface state (including level of salt present)
- Wind Speed and humidity

## **5.2 Timing of Forecasts**

- The Winter Service Duty Manager receives the main weather forecast each day at around 12:00 hours and will decide what action to take. An instruction will then be circulated to the relevant staff detailing the proposed action.
- Updated forecasts are received at 19:00 hours each night and 07:00 hours each morning by the Winter Service Duty Manager who will then, if necessary, circulate revised instructions.

## 6. Resources



### 6.1 Staff Resources

The Duty Manager is responsible for monitoring the road and weather conditions, for reaching an appropriate decision on treatment of the network and passing on the information to the Winter Supervisors, who are responsible for organising and overseeing the work.

The role of the Winter Supervisor is to utilise and manage all resources under their control, including plant, labour and materials to effectively treat the road network. This includes completion of all records during and immediately after each shift. It is the role of the Winter Maintenance Operatives to carry out gritting duties in a safe and efficient manner.

All personnel involved in the Winter Maintenance Service will be familiar with the gritting routes, equipment and transport to conduct their duties, responsibilities and working procedures necessary for them to carry out their tasks in an effective and efficient manner. Driver and operative refresher training is provided every year as required.

### 6.2 Additional Resources

During severe weather conditions Environment & Infrastructure may augment resources from other Council Services or utilise private contractors. The list of contingency resources is updated annually.

### **6.3 Training**

Duty Managers and Winter Supervisors receive refresher training from the weather provider annually. Winter Supervisors and Winter Maintenance Operatives receive training on all aspects of their duties, with refresher training completed annually.

Drivers will be familiarised with routes prior to the start of the winter season and route cards will be carried in all gritting vehicles. All drivers will be trained in the operation of gritting vehicles and associated equipment prior to the start of winter season.

### **6.4 Plant, Equipment & Salt**

The Council's gritting fleet consists of both dedicated gritter vehicles as well as other lorries that have quick change bodies to convert them to gritters.

All gritting vehicles are fitted with GPS technology with accompanying software to allow real-time tracking and updates on salt spreading rates.

Additional plant for treating footways in the form of mowers fitted with gritting units and hand spreaders are also available. These are operated by StreetScene operatives and it is the Winter Service Duty Manager's decision when to request their use.

The quantity of salt held in stock at Underwood Road depot at the start of the winter season is 4,000 tonnes. A weighbridge system is in place at the depot for stock control and salt usage purposes.

Delivery of salt will take place before the start of the winter period, augmented with further deliveries as required. During periods of extreme weather and potential restrictions on the supply chain, the Council will implement nationally agreed salt conservation measures. The Council will also liaise with neighbouring local authorities via Strathclyde Emergencies Co-ordination Group concerning mutual aid and other assistance as required.

### **6.5 Health & Safety**

All employees are responsible for the health and safety operating procedures. During winter service operations drivers/operatives must adhere to:

- Renfrewshire Council's Health and Safety Policy
- Risk assessments and safe working practices

## 7. COMMUNICATIONS

Environment and Infrastructure are responsible for providing winter service information to the Corporate Communications Team.



### 7.1 Community Safety Hub

Effective communication is essential to ensure a speedy and effective response to winter conditions. The CCTV Control Room within the Community Safety Hub is the centre of the communications operation with relevant contact being made thereafter.

### 7.2 Keeping the Public Informed

The Council's website has a Winter Service section that provides a wealth of relevant information for the public to view. This will be updated with the aim of establishing as close to a 'real time' situation as practicable to assist the public in making informed decisions on travel.

During the winter period and particularly during prolonged spells of snow and ice, information will be made available to the public via press releases, the Council's website, social media and local radio stations as appropriate.



### **7.3 Real Time Gritter Location**

Our gritters are fitted with GPS trackers which will allow the public to access the gritter's location in real time. A link through the Council's website will provide information on which community each gritter is working in assisting the public in making informed decisions on travel.

## APPENDIX A

### Arrangements with Adjacent Local Authorities

#### At Boundary with Glasgow City Council, Renfrewshire Council treats:

Hurlet Rd (A726) from the boundary to Glasgow Rd (Hurlet Junction).  
Paisley Road West (A761) from the boundary to Glasgow Road  
Hillington Road (A736) at Queen Elizabeth Roundabout  
Penilee Road at the junction of Corse Road  
Glasgow Road (A8) and Kingsinch Road at Hillington Rd / Govan Rd Roundabout

#### At Boundary with East Renfrewshire Council, Renfrewshire Council treats:

Gleniffer Rd to Caplaw Rd (joint responsibility);  
Caplaw Rd from Seargentlaw Rd to Gleniffer Rd (joint responsibility);  
Grahamston Rd to Barrhead Rd, Paisley;  
Caplethill Rd to Grahamston Road, Barrhead (Cross Stobs); Roebank Rd (B776) to Hall of Caldwell (B775).

#### At Boundary with North Ayrshire Council, Renfrewshire Council treats:

Kilbirnie Rd (A760) to Kerse Rd.

#### At Boundary with Inverclyde Council, Renfrewshire Council treats:

Kilmacolm Rd (A761) to Craigends Road and Stepends Road (B786) to Torr Rd.  
**Inverclyde Council treats:** Old Greenock Rd., Finlaystone Rd to the Burnside Smithy.

## APPENDIX B

### Grit Bins

#### GRIT BIN POLICY AND PROCEDURE

1. Renfrewshire Council provides grit bins for residents and communities to assist themselves and their communities.
2. There are 540 grit bins located throughout Renfrewshire. These can be located through the attached link:

<http://www.renfrewshire.gov.uk/article/2236/priority-roads-for-grtting> .

In addition to the standard 540 grit bins a number of larger Community Grit Bins are located across Renfrewshire at central locations for the community to access and help them to self-serve during periods of adverse weather. These locations are detailed in the table below:

Bishopton	Community Centre Car Park.
Bridge of Weir	Livery Walk Car Park
Brookfield	Albert Drive
Crosslee	Car park at Crosslee shops.
Elderslie	Car Park at Village Hall
Erskine	1. Household Waste Recycling Centre, Barrhill Road, Erskine 2. Car Park to the rear of the Library.
Houston	Carrick Centre Car Park
Howwood	Village Hall Car Park
Inchinnan	Playing Fields Car Park opposite the Primary School
Johnstone	1. Household Waste Recycling Centre, Miller Street, Johnstone 2. Car Park of Floor Street Industrial Estate
Kilbarchan	Adjacent to clock tower at Steeple Hall on Steeple Street
Langbank	Footpath adjacent to tennis courts
Linwood	Household Waste Recycling Centre, Middleton Road, Linwood.
Lochwinnoch	McKillop Centre Car Park
Paisley	1. Household Waste Recycling Centre, Underwood Road, Paisley 2. Glenburn Community Centre Car Park
Renfrew	1. Household Waste Recycling Centre, Haining Road, Renfrew 2. Car Park of Kirklandneuk Community Centre

3. Requests for grit bins will be received through the Customer Service Centre and will be considered if they meet the criteria set out below:

(i)	Description of gradients	Steep Moderate Slight / level
(ii)	Description of bends	Sharp / many Moderate / few Slight / straight
(iii)	Traffic type	Domestic / housing estate Industrial Rural
(iv)	Traffic flow	Heavy Light
(v)	Pedestrian activity	Elderly / less mobile Heavy (town / large village) Light (small village)
(vi)	On a treated route	Yes – Priority 1 Yes – Priority 2 No
(vii)	Salt bin nearby	Yes No
(viii)	Proximity of health centre / surgery	Near / distant
(ix)	Other important local services – pharmacy, schools, community centre, shops etc	Near Distant
(x)	Bus route	Untreated Treated
(xi)	Accident history	Yes No