

Severe Weather 2018/19 Pre-Winter Update

Report by Ricky Moffat, Head of Commercial Operations

1 Purpose of Report

The purpose of this report is to provide an update for members regarding the winter plan. In addition, the report details the resources available to Road Services, to deal with the impacts of severe weather occurring in 2018/19.

In addition this report highlights the changes compared with the service provided during the 2017/18 winter period.

2 Background

2.1 Winter Plans

The last few years winter periods have been generally milder with no significant disruption on the road network.

However the winter of 2017/18 was particularly difficult, especially as “The Beast from the East” hit Midlothian towards the end of February and into March, closing businesses, schools and causing disruption not just in Midlothian but throughout Scotland.

A number of actions will require collaboration and co-operation across services from the Action Plan from severe weather debriefs of 2018.

Road Services utilised its core staffing complement of 36 operatives to treat the road and footpath network during periods of adverse weather. There are a 27 items of plant and vehicles available to provide the winter service based at the Fushiebridge Depot. When required these resources are supplemented through the use of Council staff within Land and Countryside Services, Property Maintenance and Waste Services. In addition through a Winter Framework contract local companies are engaged through competitive tendering via the Council’s procurement process.

The Midlothian Council Winter Service Policy and Operational Plan states that:

‘The purpose of this Winter Service Policy and Plan is to demonstrate that Midlothian Council has taken such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads, to fulfil its’ Statutory responsibilities as defined in Section 34 of the Roads (Scotland) Act 1984.

Furthermore this plan takes into consideration the recommendations set out in the Code of Practice (July 2005), ‘Well Maintained Highways’ (Code of Practice), Appendix H, Winter Service Practical Guidance.

Given that the Code of Practice is only making recommendations, it should be noted that Midlothian Council may deviate in certain ways to meet local conditions.'

The Winter Service Policy also states:

'Given the scale of financial and other resources involved in delivering the winter service it is not reasonable either to:

- *Provide the same service on all parts of the network*
- *Ensure running surfaces are kept free of ice and snow at all times, even on treated parts of the network*

Accordingly Midlothian Council Road Services have in place operational procedures to deliver an efficient and effective winter service in accordance with the Winter Service Policy and Operational Plan.

The Winter Service Policy and Operation Plan include details of the carriageway and footway priority hierarchy and route plans. Copies of the route plans are held at Fushiebridge Depot and Midlothian House, Dalkeith and are based on the following categories.

2.2 Carriageway Priorities

Priorities are as follows:-

Priority Routes: Important principal roads and bus routes – to hospitals, ambulance depots, fire stations and local danger spots (e.g. very steep hills)

Secondary Routes: Cross routes, connecting routes and accesses into industrial areas.

Tertiary Routes: Residential areas, other unclassified roads.

Note: Details of these routes can also be found on Council's website via the following link;

www.midlothian.gov.uk/downloads/download/199/midlothian_priority_gritting_routes

2.3 Footway Priorities

Priorities are as follows:-

Priority Routes: Agreed 'access routes' to schools, health clinics, and town centres.

Secondary Routes: Footways on hills and connecting footways

Tertiary Routes: Flat lying and residential areas

It should be noted that in periods of snowfall, it is likely that it will be several days before treatment is provided on tertiary routes, due to the amount of Priority and Secondary routes to be cleared prior to treating tertiary routes.

A copy of the Winter Service Policy and Operational Plan can be found in Appendix A.

2.4 Other Facilities

It should also be noted that in accordance with the Code of Practice; Well Managed Highway Infrastructure (WMHI) “*Within the highway network hierarchy a Resilient Network should be identified to which priority is given through maintenance and other measures to maintain economic activity and access to key services during extreme weather*”

As such, a resilient network has been identified for treatment during extreme weather (Appendix C) to meet the recommendations of the Code and ensure resources are focussed to deliver the service.

In addition to treating the road and footpath network during the winter period, Road Services have in place a Winter Service Level Agreement to cover other essential services.

This Service Level Agreement covers the following:-

- Social Work Buildings
- Educational Establishments
- Access for Additional support needs pupils (at their home address)
- Access for other vulnerable residents in Midlothian (at their home address)
- Public Buildings
- National Health Service facilities within the Midlothian Area. This service is at the request of NHS Lothian following a successful pilot scheme during the 2012/13 winter season and continues for 2018/19.

Road Services have the in-house resources to meet the demands of a ‘normal’ winter which typically equates to an average of 7 days of snowfall. However, given the historic severe weather events it has been determined that additional resources should be placed on standby to deliver the service level agreement and to meet public expectations.

2.5 Care for People in Emergencies

The Midlothian Care for People Group was established as part of the Lothian and Borders Strategic Co-ordination Group.

During previous winters, successful partnership working has been undertaken between Midlothian Council, NHS Lothian, the emergency services and the voluntary sector. These arrangements remain in place to respond to the needs of those who may be at risk in the event of severe weather.

The following are key areas of activity of the Care for People Group in preparing for winter emergencies.

- Care providers have plans in place to ensure that car home support services can be reprioritised to meet the needs of individual service users who are at greatest risk.
- Close liaison with NHS facilitating the continuing discharge of patients from hospital during adverse weather conditions.

- Plans are in place to ensure continuing access for staff, goods and services to care establishments in adverse weather conditions.
- Plans to identify other individuals in the community not currently in receipt of care services who may be placed at risk in the event of adverse weather conditions. The plan includes arrangements to make contact with such households and with the support of local voluntary and community groups to provide practical help and support including shopping, collecting prescriptions, clearing footpaths etc.
- Develop resilience plans with community councils and local communities so that they are better able to respond to their needs. Bulk bags of a salt/grit mix are made available to local community group when snow is forecast greater than 10cm. However, it should be noted that only half of these bags were used during the period when significant snowfalls last occurred and these have not been utilised in recent years.

2.6 Changes for 2018/19

In an effort to understand the concerns and areas of possible enhancement to the winter service a short questionnaire was issued to relevant bodies. The responses received are contained in the Appendix B.

The following table outlines the changes which are suggested as part of the 2018/19 budget process.

Routine Gritting of roads:	Seven routes to remain as in 2017/18. Secondary and tertiary routes to be treated during normal working hours.
Routine gritting of Footways:	The number of priority tractor routes treated at 5am to remain at five routes with the remaining footways to be treated during normal working hours as conditions dictate
Routine gritting of Car Parks:	Car parks re prioritised to allow treatment at 5am for priority car parks and treatment during normal working hours for secondary car parks

Grit Bins

All grit bins to be numbered with a unique number and telephone number for re-filling. During periods of adverse weather, additional dedicated teams will be assigned to re-fill grit bins.

Community Involvement

During periods of need, one tonne bags of salt/grit will be deposited in accessible locations to be used by the Community on a self-help basis.

3 Report Implications

3.1 Resource

Road Services take the lead role on winter maintenance across the Council.

The co-ordination and management of all operational resources across the Council is undertaken from the Fushiebridge Depot to provide a response in line with the Winter Service Policy and Operational Plan and Service Level Agreement.

The Director, Resources on behalf of the Corporate Management Team has also established standby arrangement to ensure management cover is in place during holiday periods.

The following table details the spend levels associated with the Winter Maintenance Service in the last eight years.

Financial Year	Expenditure Type	Amount
2010/11	Actual	£2,028,000
2011/12	Actual	£869,000
2012/13	Actual	£1,557,000
2013/14	Actual	£788,000
2014/15	Actual	£1,159,000
2015/16	Actual	£921,000
2016/17	Actual	£815,000
2017/18	Actual	£1,559,000
2018/19	Budget	£907,000

The winter maintenance revenue budget for 2018/19 is £907,000.

The salt usage by the Council over the last eight years has been as follows:

Year	Usage
2010/11	6,600 tonnes
2011/12	2,900 tonnes
2012/13	6,500 tonnes
2013/14	2,850 tonnes
2014/15	4,800 tonnes
2015/16	4,200 tonnes
2016/17	4,350 tonnes
2017/18	8,206 tonnes

Currently the Council has a salt stock holding capacity of 5000 tonnes. 3800 tonnes of this salt can be stored in the dome at Fushiebridge, another 1200 tonnes can be stored under sheeted covered at the road side depot near the main Fushiebridge depot. Salt supplies are available using suppliers through the Scotland Excel contract. It is anticipated that the Council will hold at least 3000 tonnes of salt in the dome at Fushiebridge prior to 1 November 2018.

The code of practice recommends the following 'minimum resilience' levels of salt stocks

1 October – 31 October	950 tonnes
1 November (pre season stock)	2500 tonnes
1 November – 1 March (minimum stock at any time)	950 tonnes
1 March – 30 April	1400 tonnes

3.2 Risk

There are several risk implications attributed to the delivery of the Winter Service Policy and Operational Plan and The Roads (Scotland) Act 1984 places a duty on local authorities to

“Take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”.

The Code of Practice (WMHI) recommended and endorsed by the Scottish Government and COSLA states that Councils should adopt and publicise its winter service operational plan which defines treatments based on a determined hierarchy.

This Council's hierarchy is set in accordance with the Code of Practice and is publicised annually in advance of winter.

When comparing the extent of the road and footpath network treated with other local authorities, this Council generally compares well. In that regard and taking into account the actual hierarchy treated, it is reasonable to assume that reasonable steps have been taken to prevent snow and ice endangering the safe passage of pedestrians and vehicles.

Notwithstanding that however, increasing either the length of network treated or the level of treatment would further reduce the risk of potential successful accident claims, to which a lack of treatment can be cited by claimants as a contributory factor.

Additionally there are significant risks to the Council in relation to the continuity of education, the identification of support for the most vulnerable persons in the community and the financial performance of income generating facilities such as Leisure Centres arising from severe weather disruption.

A further risk to the Council is that of reputation. Public expectations have been raised in recent years with the increase in service delivery during the adverse periods of winter. As such there is a risk to the Council's reputation should there be a reduction in the level of service and response provided. This has been shown where the public have, in some instances been very critical of the Council's performance, particularly in relation to the expectations outlined previously

To that end the Winter Service Policy Operational Plan seeks to mitigate this risk by carrying out those duties in an effective manner.

3.3 Financial Risk

There is also a financial risk as outlined in the table below. Should the weather be similar to that experienced during 2017/18, there is a risk of a significant overspend.

Should the weather be similar to that experienced during 2010/11 then the financial risk to the Council could approach a £2million overspend, thus putting significant strain on already constrained budgets.

The cost implications are dependent on the level of service and can be summarised as follows:-

Service Provided	Normal Winter	2017/18 Winter based on weather	Severe winter (similar to 2010/11)
Routine gritting of the road network	£299,600	£154,600	£399,500
Routine gritting of footway network	£64,000	£71,000	£127,600
Routine gritting of car parks	£12,700	£10,000	£21,200
Snow clearing of the road network	£120,600	£623,800	£301,500
Snow clearing of footway network	£69,000	£364,000	£345,100
Snow clearing of car parks	£9000	£12,300	£21,200
Removal of snow from the network	---	---	£400,000
Grit bins	£38,000	£57,000	£70,000
Community group bulk bags	---	---	£4,700
Snow clearing around public buildings	---	---	£50,000
Snow clearing for vulnerable persons	---	---	£50,000
Standing charge for dedicated equipment, standby etc	£265,800	£265,800	£237,100
Totals	£878,700	£1,558,500	£2,027,900

The above table reflects the proposed reduction in service provision to deliver the Winter Service within the available budget. It also shows the projected expenditure to deliver the service should conditions be similar to 2010/11.

There are additional costs to be met from the available budget to cover the weather forecasting contract as well as the roadside weather station maintenance and hardware upgrades which accounts for the remaining budget spend.

The cost to provide a dedicated resource to fill grit bins, provide one tonne bags of rock salt to communities and uniquely identify each bin with refill contact details will be £25,000.

3.4 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- Community safety
- Adult health, care and housing
- Getting it right for every Midlothian child
- Improving opportunities in Midlothian
- Sustainable growth
- Business transformation and Best Value
- None of the above

3.5 Key Priorities within the Single Midlothian Plan

Community Safety – Death and Injury on Midlothian Roads, Protecting Midlothian’s Children.

Sustainable Growth – Support the local economy, Promote and develop active and sustainable travel and transport.

3.6 Impact on Performance and Outcomes

The ability of people and goods to move about is vital to ensure that normal business continues within Midlothian. Any restriction on the Winter Service would have an impact on that ability to continue to operate as normal as possible.

3.7 Adopting a Preventative Approach

The provision of an acknowledged good Winter Service ensures that the people and goods are able to move around as much as reasonably practicable.

3.8 Involving Communities and Other Stakeholders

Consultation has been undertaken with officers from all divisions to determine the relative priorities and response as detailed in the Service Level Agreement.

In addition community consultation has been carried out and the responses received recorded as shown in Appendix B.

NHS Lothian was consulted regarding provision of a co-ordinated level of service.

Subsequent to an initial trial in 2012/13, NHS Lothian have continued to award Road Services a contract to continue this service to all NHS facilities within Midlothian on a shared services basis. NHS facilities will be covered under the Priority hierarchy as set out in section 2.

3.9 Ensuring Equalities

The Service Level Agreement and consultation in previous winters has identified those persons at greatest risk within our communities along with an appropriate response.

3.10 Supporting Sustainable Development

There is a potential issue relating to the financial sustainability of delivering the current Winter Service Policy, Operational Plan and Service Level Agreement.

3.11 IT Issues

There are no IT implications associated with the proposals outlined in this report.

4 Summary

Previous winter seasons have provided a variety of challenges for the Council.

This resulted in many issues and service requests that have been considered and incorporated into the Winter Service Policy and Operational Plan and Service Level Agreement.

5 Recommendations

Council is requested to:-

- Note the implementation of a resilient network in accordance with the recommendations from the Code of Practice; Well managed Highway Infrastructure.
- Note the changes to service delivery to align with the available budget.
- Adopt and publish the Winter Service Policy and Operational Plan for the 2018/19 winter season.

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Background Papers: Council report Tuesday 26th September 2017, Severe Weather – 2017/18 Pre-Winter Update

Appendices

Appendix A Winter Service Policy and Operational Plan 2018- 2019

Appendix B Winter Response from Organisations

Appendix C Map showing the 'Resilient Network'



Appendix A

**Winter Service Policy and
Operational Plan**

2018 – 2019



Introduction

The purpose of this Winter Service Policy and Plan (This Plan) is to demonstrate that Midlothian Council has taken such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads, to fulfil its' Statutory responsibilities as defined in Section 34 of the Roads (Scotland) Act 1984.

Furthermore this plan takes into consideration the recommendations set out in the Well-managed Highway Infrastructure: A Code of Practice. Given that the guidance in the Code of Practice is non-statutory, it should be noted that Midlothian Council may deviate in certain ways to meet local conditions.

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Winter Service and Weather Emergencies

Winter service is not, in itself, deemed an emergency service as it deals with regular, frequent and reasonably predictable occurrences of low temperatures, ice and snow.

Whilst the effects of climate change are likely to result in an increased frequency and intensity of severe weather events, these have been taken into account in winter service planning.

This Plan is likely to have relevance in emergency planning terms in relation to dealing with extreme weather conditions and as such this plan should be read in conjunction with Midlothian Council's Severe Weather Plan.

The resources available during the winter period can also be utilised during a severe weather event such as floods and storms.

Purpose, Objectives and Statutory Basis

Section 34 of the Roads (Scotland) Act 1984 states 'a road authority shall take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads'.

The Purpose of this Plan is to discharge those duties however it should be noted that the Code of Practice states;

"Given the scale of financial and other resources involved in delivering the winter service it is not considered reasonable either to:

Provide the same service on all parts of the network; and

Ensure carriages, footways and cycle routes are kept free of ice and snow at all times, even on the treated parts of the network."

This Plan can contribute significantly to the core objectives set out in the code. The Plan also contributes to the delivery of some outcomes for the Authority, to comply with the requirements of the Roads Scotland Act and comply with the recommendations as laid out in the Code of Practice.

Recommendation 1 in the Code of Practice states "This Code, in conjunction with the UKRLG Highway Infrastructure Asset Management Guidance, should be used as the starting point against which to develop, review and formally approve highway infrastructure maintenance policy and to identify and formally approve the nature and extent of any variations."



To that end the winter policy will be the subject of an annual review, taking into account the code of practice, current available financial resources and to ensure a consistent approach with other partner authorities in the Edinburgh, Lothians, Borders and Fife (ELBF) Shadow Joint Committee.

Winter Service Policy

Midlothian Council recognises it's duties under the Roads (Scotland) Act 1984, the Local Government in Scotland Act 2003 and the recommendations made in the Code of Practice.

The purpose of this policy seeks to discharge those duties and provide transparent and consistent guidance for staff and stakeholders during winter or any other severe weather period impacting on the Midlothian Council Area.

Midlothian Council has undertaken consultation with stakeholders to take account of their views. Furthermore Midlothian Council has taken steps in the winter service operational plan to ensure the corporate objectives of the authority are supported by this Policy.

Policy Service Standards

1. Keep agreed priority routes and main bus routes free from snow and ice as far as reasonably practicable.
2. Clear agreed road and footway 'Access Routes' to all schools and education establishments within Midlothian during periods of snow.
3. Establish a 'Resilient Network' that will be the focus of available resources during prolonged snowfall in order to maintain economic activity and access to key services during disruptive events.
4. Establish cross boundary treatment arrangements through ELBF to improve efficient use of available resources.
5. Support facilities management staff within school grounds during periods of prolonged snow conditions, as required and as resources are available.
6. Support social / care centres in clearing pedestrian access routes in and around facilities.
7. Maintain waste collection services as far as possible, set up local collection points when and if conditions allow.



8. Treat NHS facilities within Midlothian as part of the priority route hierarchy and provide hand crews to clear footways and pedestrian access areas**
9. Support local community groups by providing bulk bags of salt / grit at pre agreed locations during periods of prolonged snow conditions.

** This service is carried out on a collaborative working agreement in place for all NHS Lothian facilities within the Midlothian Area, however, this does not include the Bonnyrigg Community Hospital where only assistance with snow clearing is required.

Winter Service Operational Plan

This Winter Service Operational Plan has been developed to take account of the requirements of the Code of Practice – Well Managed Highway Infrastructure to provide a dynamic and interactive plan that can meet changing circumstances.

Midlothian Council has an agreed and defined route priority hierarchy to ensure that maximum use is made of the available resources as follows:

Carriageway Priorities

- | | |
|----------------------------|---|
| 1 Priority Routes: | Important principal roads and bus routes – to hospitals, ambulance depots, fire stations and local danger spots (e.g. very steep hills) |
| 2 Secondary Routes: | Cross routes, connecting routes and accesses into industrial areas. |
| 3 Tertiary Routes: | Residential areas, other unclassified roads. |

Footway Priorities

- | | |
|----------------------------|--|
| 1 Priority Routes: | Agreed 'access routes' to schools, health clinics / medical centres, and town centres. |
| 2 Secondary Routes: | Footways on hills and connecting footways |
| 3 Tertiary Routes: | Flat lying and residential areas |

These routes will be treated in accordance with the treatment matrix. Generally secondary and tertiary routes will only be treated during normal working hours.

Midlothian Council's defined treatment route plans for carriageways and footways for pre-treatment and snow conditions are based upon the general maintenance



hierarchy but adapted to take account of the factors identified in the Code of Practice and local conditions and priorities.

The Code of Practice recognises that during periods of severe weather it is reasonable that Midlothian Council may only treat a minimum 'Resilient Network' (defined routes only). As such some Priority, all Secondary and all tertiary routes may not be treated until the 'Resilient Network' routes are clear.

Midlothian Council carriageway and footway treatment routes can be found on Midlothian Council's website

Network Hierarchy and Route Planning

Midlothian Council has allocated a network hierarchy rating to all roads within the area based on the Code of Practice. This hierarchy rating has been utilised along with the available resources to determine the route planning for treatment during winter to ensure as far as is reasonably practicable Midlothian Council discharges its duties under the Road (Scotland) Act 1984.

Decisions and Management Information

Midlothian Council takes full advantage of decision support systems and services from the 'Met Office' and 'Vaisala' to enable timely, efficient and accurate decision making.

The decision making process and recording Management Information of Winter Service operations is carried out in accordance with the Winter Service Manual and Procedures document.

Midlothian Council continually monitors performance during service delivery and responds to changing conditions or network incidents by analysing the treatment reports and feedback from stakeholders to ascertain where any improvements can be made as part of the annual review process of this document.

Resources and Operational Issues

Midlothian Council has available resources from the in house Roads Operations service based at Fushiebridge depot. Roads Operations manage and provide the winter weather/severe weather service throughout the year.

Roads Operations have agreements with Land and Countryside Services, Building Maintenance Services, Facilities Management and Waste Services to utilise available additional resources during periods of snowfall and other severe weather events.



In addition to the above, through a framework contract, Roads Operations have a number of companies and equipment at their disposal during the winter to assist with winter and other duties on an as required basis.

A full list of the available resources is held by the Roads Operations and Asset Manager. This also shows where all resources are deployed and to what end.

The Roads Operations and Asset Manager has undertaken consultation with colleagues in Education, Health and Social Care, Travel Team, Leisure Services, Customer Services and local community groups to establish agreed service levels to deal with the many conflicting priorities of each service, matched to the available resources.

This co-ordination and collaboration Service Level Agreement is held by the Roads Operations and Asset Manager.

Winter Service Training and Development

Midlothian Council ensures that all HGV personnel involved in the winter service plan, are trained and experienced to demonstrate competence in delivery of their duties. Other winter service staff will have or are being trained by the Roads Operations Supervisor based at Fushiebridge depot.

In general all Roads Operations staff are trained to SVQ level 2 as a minimum.

An annual evaluation and review of training requirements is undertaken by the Roads Operations Supervisor to ensure all staff have the appropriate vocational and health and safety training / qualifications. Any identified training will be completed prior to the start of the winter season although some evidence based training and assessment can only take place during winter operations. A record of all training is held by the Roads Operations Supervisor at Fushiebridge Depot.

Midlothian Council carries out periodic exercises to test plans for responding to severe weather events, these exercises are usually carried out in early October, to ensure all equipment is operational and all staff are aware of their duties.

Plant, Vehicles, Materials and Resilience

Plant

9 number Mini tractors c/w snow scraper and gritter – Fushiebridge

2 number JCB 3CX shovels and 2 number JCB 2CX shovels – Fushiebridge

2 number Renault tractors c/w scraper and gritter – Stobhill



Other plant will be made available from framework contract partners.

Vehicles

4 number, 18t HGV gritters c/w snow scraper

4 number, 26t HGV gritters c/w snow scraper and 2 Hi Capacity 'V' ploughs

3 number, 3.5t gritter

4 number, 6t pick-up trucks, 2 with a gritter

2 number, 4x4 pick-up trucks with gritters and snow scrapers

All of the above are based at Fushiebridge Depot

2 number 3.5t pick-up truck with gritter based at Stobhill depot

All other pick-up's and vans based at Stobhill depot will be utilised as necessary along with the available framework contract partners vehicles listed.

Materials

Midlothian Council obtains salt supplies for de-icing through the Scotland Excel (SE) contract, using ICL as the main supplier, with other suppliers available through the SE framework. Regular contact is maintained between the supplier and the Council to ensure that the supply is treated as a service rather than a simple commodity purchase.

In periods of extreme or prolonged conditions it may be necessary to obtain supplies from out-with the existing contracts and Midlothian Council will use this option as required and in collaboration with the Edinburgh, Lothian's, Borders and Fife shadow joint committee (ELBF) collaborative working arrangements.

Stocks of road salt and grit are controlled by the Roads Operations and Asset Manager. A minimum stock of 3000t of 6mm low moisture salt is held prior to 1st November each year at Fushiebridge in the Salt dome, with further deliveries arranged as required throughout the winter period. This stockholding will be used for the road and footway network as well as the NHS facilities.

This stock of salt is subject to routine reporting on use and current levels to the Scottish Government and may be sequestered to provide mutual aid to other authorities. As such it is prudent to instigate conservation measures during periods of prolonged snowfall or low temperatures (i.e. mixing salt with grit, using grit only on footways and grit bins). This will be carried out as weather conditions, available salt stock and needs dictate.



This includes a stock of salt to be used in School grounds. This will also be managed by the Roads Operations and Asset Manager in order to monitor use.

A stock of 0/4mm grit will be available through the framework contract covering aggregates and this material is available from a number of local suppliers.

A supply of salt / grit mix from the main stock holding, for use by footway clearing crews is held at the following locations.

Tillicoultry Quarries, Newtongrange Plant – Framework Contract Partner

Stobhill depot, Newtongrange

These stocks ensure that footway clearing crews are able to go direct to their designated routes from their place of work, thus speeding up operational response times.

In addition to salt and grit, there is a stock of 1000 litres of a de-icing solution held. This solution is suitable for treatment down to minus 18 degrees Celsius and will be utilised using a vehicle mounted spray bar to treat known problem areas at these very low temperatures.

The weighbridge installed at Fushiebridge depot ensures the accurate recording of salt stock and usage, to allow accurate reporting to the Scottish Government.

Resilience

Resilience of salt stock is monitored by Transport Scotland. The level of resilience in the past has been used to determine delivery priorities of top up salt supplies to Local Authorities and Trunk Road Operators.

Midlothian Council will reduce the risk in 2018/19 by having a pre season stock holding of at least 3000t and the instigation of salt conservation measures when required. These measures proved very effective in maintaining a 24 hour service at all times during the severe weather of 2017/18

Information and Publicity

Prior to the start of winter Midlothian Council will publish information regarding the winter service provision along with answers to Frequently Asked Questions” on road



treatments in ice and snow conditions A self help leaflet will also be available in public buildings to assist members of the public.

The Communications and Marketing Team will advise the Emergency Management Team on public and general stakeholder feedback to any incident. They will also lead on the range of communication messages to staff, members of the public and stakeholders, as determined by the Emergency Management Team. This role includes liaising closely with other public communications leads within the East of Scotland Regional Resilience Partnership which includes the Scottish Government, Police Scotland and other Category 1 responders (as defined in the Civil Contingencies Act). Staff will be available to be called out 24 -7 on an agreed rota basis.

If the incident is sufficiently serious and far-reaching, members of the Communications and Marketing Unit will be seconded to the lead agency, normally the Police, for an unspecified time as part of the mutual aid arrangements.

The communications channels include: the Council's Contact Centre, media relations, stakeholder relations in terms of voluntary organisations, Mid TV, www.midlothian.gov.uk, Facebook and Twitter.

The Communications and Marketing Unit will ensure regular and appropriate communications at least daily and more frequently depending on the incident and the Council's continuing response. In addition to the above the Service Level Agreement states that the Midlothian Council Contact Centre may be required to operate on a 24 hour basis during any severe weather period. This will be agreed between the Head of Commercial Operations and the Head of Customer and Housing Services.

Post Snow Inspection and Maintenance

Once the snow has been removed from the road and footway network, the Roads Inspectors will inspect the network to ascertain defects in need of repair.

These inspections will be carried out generally in accordance with the Code of Practice and the Council's Inspection and Recording Procedures.

It should be noted that due to the potential volume of defects caused by the conditions, it may not be possible to adhere to the timescales for inspection and subsequent repairs of Category 1(CAT1) defects as laid out in the Code of Practice.

Midlothian Council will however, allocate additional resources at their disposal to the repair of identified defects to mitigate as far as is reasonably practicable any delays in repairing CAT 1 defects.



Midlothian Council will also check and replenish all public grit bins as soon as resources allow during and following the completion of snow clearance operations.

Furthermore all vehicles and plant will be cleaned, lubricated, checked / inspected and repaired as required following the completion of snow clearing operations

A debriefing session will be held at an appropriate time and place, involving representatives from all services and stakeholders to review the winter service operational plan.

Other Weather Emergencies – Climate Change

Midlothian Council recognises that Climate change and in particular the previous periods of prolonged cold weather in 2009/10, 2010/11 and again in 2017/18 have an impact on the ability to deliver services. It should be noted that December 2015 was the wettest December on record.

As such this operational plan can be implemented at any time of year to deliver a service during any period of severe weather, including floods, high winds, and storms.

Additional supplementary resources are available including-

1 no Gully Motor

4 no pumps, various sizes

1 no towing jetter

Various Emergency response equipment, generators, lighting etc

Pallet Barrier flood defence system (90m in length)

This can be augmented with additional pumps and tankers from external parties on the framework contract, should conditions dictate.

Contingency Planning



Contingency planning for severe weather or any other major event is covered by the Midlothian Council Emergency Plan and / or the Severe Weather plan, which should be read in conjunction with this plan. The Severe Weather Plan is updated on an annual basis.

Although as previously stated the resources and response available for winter can be readily utilised for other severe weather events.

RESPONSES FROM ORGANISATIONS

Organisation	In what area did the Roads team and its partners perform well?	In what areas did the service not perform well?	Is your organisation in agreement with the Council's winter priorities? If not what else should be considered?	What areas of winter service would your organisation be willing to be involved in regarding a winter service?	Are there any areas of winter service the Council should review?
Rosewell and District CC	Priority roads cleared quickly. Praise to the team for their efforts.	Some rural roads were neglected. 3 days before C55 where 30 horses were liveried got treated. Piles of snow blocking access from side streets to main roads.	In principle agree with priorities. However, feel welfare of livestock should be considered before clearing residential streets particularly if "do not go out" warning is in place.	Council could work with Federation of CC's to draw up emergency plans to give specific guidance when needed. Scouts planning a "grit bin hunt" to ensure bins are stocked when required. Idea could be adopted by others.	Consider dropping bags of grit at known high risk areas to enable self- management. Review rural roads priority where livestock at risk.
Newtongrange CC	Snow clearance service was acceptable.	Communication regarding the Council's response could be better. Information about Council's daily priorities. Information to communities about their suggested priorities and care for the vulnerable.		Can assist by sharing information and relating it to the local area through social media. It would be a struggle to co-ordinate a physical response.	
Bonnyrigg and Lasswade CC	For the most part priority routes kept clear.	Footpath clearing was poor. Ploughing caused barriers to entrances. Footpaths at bus stops were an issue. Grit box system not fit for purpose.	No argument with priorities in principle. More effort put into keeping footways clear. Areas around and to schools be given greater priority.		
Roslin and Bilston CC	Did well to get roads clear enough to allow buses to run.	More attention to other roads. What's the solution to snow piled onto footways?	Priorities look realistic.	More grit bins and greater resource to ensure bins are filled when required.	Clear snow at bus stops to allow people to access the bus.
Mayfield CC	To be discussed at meeting.				



Resilient Network Appendix C

- F** Fire Station
- +** Ambulance Depot
- P** Police Station

T-T			
MILTHAM COASTLINE COMPOSITE RESOURCE			
Resilient Network Miltham Council			
Date: 2023-11-17 Author: [Name] Version: 1.0	Scale: 1:5000 Date: 2023-11-17 Version: 1.0		
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