

Transport and Environment Committee

10.00am, Thursday, 17 June 2021

Winter Maintenance Review – 2020/21

Executive/routine

Wards

All

Council Commitments

[19](#)

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 notes the information provided in this report; and
 - 1.1.2 approves to take forward the detailed design and implementation of proposed increased city-wide Priority 1 footpath coverage.

Paul Lawrence

Executive Director of Place

Contact: Cliff Hutt, Roads and Transport Infrastructure Manager

E-mail: cliff.hutt@edinburgh.gov.uk | Tel: 0131 469 3751

Winter Maintenance Review – 2020/21

2. Executive Summary

- 2.1 The winter of 2020/21 was cold and prolonged; in terms of salt spread it was the heaviest season the city has seen in almost a decade. Early January brought the presence of freezing rain as well as rain on top of snow conditions during a prolonged period of cold weather. These conditions are harder to treat than typical snow and frost conditions, particularly in footpath environments.
- 2.2 Every year a departmental review into operational delivery of the Winter Service is undertaken to capture areas for improvement. However, taking into account the lessons learnt from the more severe weather this year and the changing nature of the city in the backdrop of achieving a Carbon Neutral City by 2030, it was felt that a deeper review would better serve the service and residents.
- 2.3 The report makes several observations for implementation for future seasons, many of which are at a minor operational level. However, the primary focus of the report is on the coverage and delivery of footpath gritting across that city and the recommendation has been made for a more concise Priority 1 definition, along with an outline proposal for increased route coverage and resource requirements to give an increased priority and coverage to footpath gritting in seasons to come.

3. Background

- 3.1 The City of Edinburgh Council has a statutory duty (under Section 34 of the Roads (Scotland) Act 1984) to take such steps as it considers “reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”.
- 3.2 The intention of this duty is not that the Council will take immediate and simultaneous steps to clear and/or treat every road whenever ice or snow exists. It is recognised by the Courts that this would be impossible and beyond the limits of available resources.
- 3.3 In recognition that the Council cannot treat every road and footpath a priority system has been agreed and implemented.

- 3.4 The Winter Maintenance service is primarily managed by Road Operations and supported in delivery by other service areas on a voluntary basis.
- 3.5 Roads Operations manage the service plan and delivery of carriageway gritting using internal Roads Operations staff; informally known as 'Roster A'. The carriageway is prioritised into Priority 1, Priority 2, Priority 3 as follows:
- 3.5.1 Priority 1 - Routes kept free of obstruction, so far as reasonably possible, on a 24/7 basis;
 - 3.5.2 Priority 2 - Routes are treated after Priority 1 routes, during core hours, in ice and snow conditions; and
 - 3.5.3 Priority 3 - Routes are treated in prolonged and severe conditions, during core hours and as resources allow, ensuring Priority 1 and 2 are maintained throughout.
- 3.6 The delivery of footpath and cycleway route gritting is delivered by a group of Council volunteers from a wide range of different Council services; informally known as 'Roster B'. The 'volunteers' are existing Council employees who volunteer to sit on the roster for the full season and will deliver the Winter Service around their substantive post. In doing so their line manager allows them flexibility to ensure that they are available to grit when required.
- 3.7 The footpath and cycleway routes are currently prioritised into Priority 1 and Local Priority.
- 3.7.1 Priority 1 - Routes kept free of obstruction, so far as reasonably possible, on a 24/7 basis; and
 - 3.7.2 Local Priorities - Routes treated in prolonged and severe conditions, after Priority 1, as resources allow.
- 3.8 The winter season runs from mid-October to early April each year. The precise start and finish are risk assessed, depending on the latest forecast at the start and end of the season.
- 3.9 Treatment decisions are made by officers within Roads Operations twice a day for the full duration of the season. The decisions are made on three climatic domains across Edinburgh; South, North West and Urban domains. The decisions are based on dedicated meteorological forecasts tailored to Edinburgh's domains.
- 3.10 Following the most severe winter in almost a decade a winter maintenance lessons learnt review has been undertaken the findings of which are contained in this report.

4. Main report

2020/21 Season Summary

- 4.1 The winter season for 2020/21 was one of the most severe in recent years and when considered in terms of tonnes of salt spread is the heaviest since 2012/13. Figure 1 below shows the treatment history for the last 10 years.

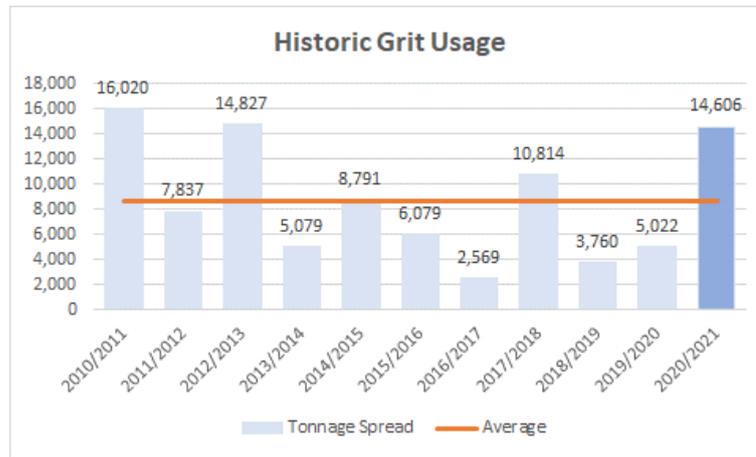


Fig 1 – Summary of Annual Salt Use

4.2 The season started quietly with negligible treatment in October and November and only minor treatment required in early December. However, conditions changed significantly in late December and treatment in some form was required almost continually right through from 26 December 2020 to 15 February 2021. February continued to require notable treatment with conditions easing in March. Figure 2 below shows the treatment summary for the season against the previous year.

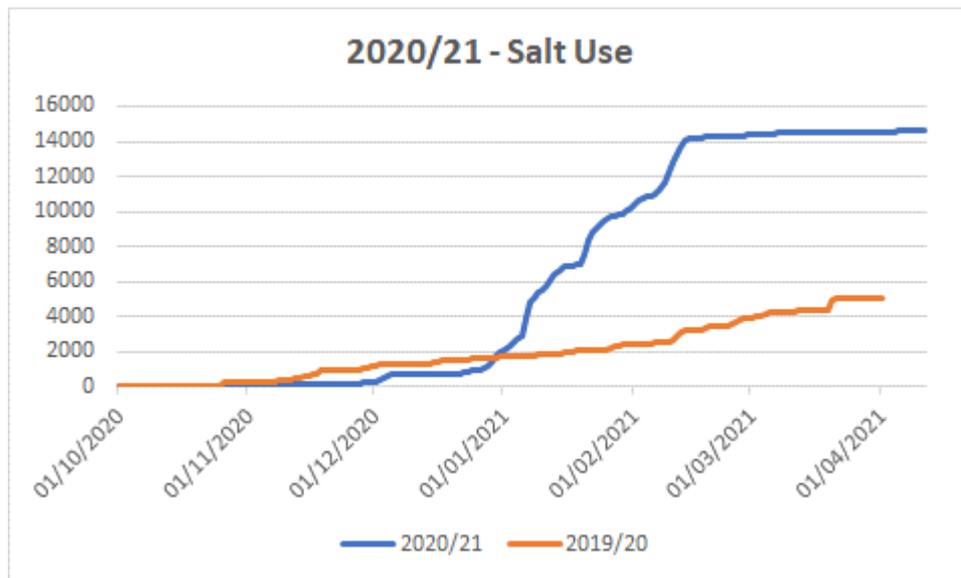


Fig 2 – Salt use profile vs Previous year (Tonnes)

4.3 January was an exceptional month and saw over 8,000 tonnes of salt spread, the equivalent of an average year in a single month or the total of both previous years combined. Early January also brought with it the presence of localised freezing rain to the east coast of Scotland and presented very challenging treatment conditions, in particular for footpaths.

- 4.4 Despite the increased salt usage on previous years, seasonal salt deliveries were unaffected by Covid-19 and, by balancing operational and strategic supplies, there was sufficient salt stocks throughout the season. The season started with a stock of 8,524 tonnes and additional deliveries of 14,790 tonnes were taken throughout the season. During this period the strategic stockpile at Braehead was decommissioned and moved to Longstone to accommodate depot rationalisation needs, and accounts for the lower figure on hand at the start of the season.
- 4.5 One particular challenge for this season was the adaptation of the service to the Covid-19 pandemic. This saw the service introduce two brand new gritting depots at the Inch and Murrayburn to separate Roster A and Roster B and create staff “bubbles” to reduce the impact of any potential outbreak and build in a level of operational resilience. In January, following the second lockdown, Roads Operations stood down its programmed works to prevent the likelihood of an outbreak and protect the priority gritting operation in light of the increased virus prevalence at the time. As it turned out the weather dictated the next two months’ operations would be purely focused on Winter Maintenance anyway.
- 4.6 Thanks to the safe working methods and plans put in place, as well as the compliance with these rules from the dedicated front-line teams there were only a small number of positive cases of Covid-19 within the operational staff and none that spread within the service. This cautious and compliant approach from staff meant that resources were uncompromised throughout, which is a credit to all staff involved, given the number of hours worked and the demanding conditions encountered.
- 4.7 Another change, brought about by Covid-19, was the introduction of Spaces for People. This meant reviewing, generating routes, resourcing and training staff to deliver another three new dedicated cycle path gritting routes in the middle of the season.
- 4.8 The service also reacted quickly to the support of the vaccination effort by enhancing and adding footpath treatment coverage to include the main vaccination centres and local medical hubs in Edinburgh.
- 4.9 In reflection of the significantly heavier than average winter, the Weather Emergency budget for the year was overspent.
- 4.10 Procurement is underway as a consortium bid with the Edinburgh, Lothian, Scottish Borders and Fife Councils (ELBF) to renew the Winter Weather forecasting contract which is due to expire in September 2021. At the time of writing, three compliant bids had been received and are being evaluated well in advance of 2021/22 season.
- 4.11 The Council’s Resilience Team are also in the process of extending the Contingency Framework Agreement for Winter Maintenance which provides emergency contractor assistance in the event of exceptional weather circumstances.

Lessons Learnt

- 4.12 Throughout the season lead officers gather information on issues arising and areas where improvements can be made. Many of these are minor operational issues and of little consequence in the more strategic sense and will be implemented as a matter of course. However, the heavier winter afforded an opportunity to highlight some of the areas that are not often considered.
- 4.13 The main themes that came through in the lessons learnt were:
- 4.13.1 Coverage of footpath and cycleway treatment;
 - 4.13.2 Replenishment of grit bins and need for strategically positioned salt storage “dumps” across the city;
 - 4.13.3 Treatment of housing developments that have not yet been adopted;
 - 4.13.4 Communication with customers on Winter Weather provision; and
 - 4.13.5 Improved resilience support to communities to help themselves.
- 4.14 Generally, the treatment of carriageways was successful across the main arterial road network, considering the weather conditions experienced.

Footpath Treatment

- 4.15 The freezing rain in early January brought with it significant challenges for footpath treatment in comparison to standard conditions and less severe winters. This created icy conditions city-wide in the first week in January and was followed by heavy snow fall. This required resource to undertake multiple passes to effectively treat the footpaths and resultantly reduce the areas and lengths that could be treated in total.
- 4.16 Edinburgh’s footpath priorities were last reviewed following the severe weather of 2010 and, while services have seen a number of operational changes in the intervening period, they have not been updated. At present Roster B’s primary focus is the Priority 1 footway network while the Local Priority routes are only treated when there is resource remaining from treatment of the Priority 1 footway network and has very limited impact.
- 4.17 In order to tackle this, the scope of the review has sought to address the fundamental question of what the priority network should consist of and what base resource is required to deliver it.
- 4.18 Before considering this, it should be noted that a Thermal Mapping exercise was undertaken in 2018 to review and demonstrate temperature variations across the city. The report confirmed the experience of officers involved in Winter Maintenance that the higher ground in the South of city was often subject to earlier, colder and more adverse conditions than other areas of the city and likely explains the current prioritisation rationale.

- 4.19 The map in Appendix 1 shows the currently agreed Priority 1 footway network. The Priority 1 footway network is currently treated on a precautionary basis as the forecast dictates.
- 4.20 The map in Appendix 2 shows the historic Local Priority footway routes that were devised following the winter of 2010/11. Again, this is treated as best possible with the available resource but at current this is limited.
- 4.21 In a severe winter such as this year, it is often necessary to make multiple passes of the Priority 1 footway network to ensure it is passable and hence put further pressure on delivering any of the Local Priority footway routes. Resultantly on current resource levels there is limited coverage of these Local Priority Routes. It should also be noted that the length of the Local Priority routes are substantially longer than the Priority 1 footway routes and do not reflect the same level of priorities.
- 4.22 Upon review of this it was decided to develop a rationale behind the definition of a new Priority 1 footway network that could be applied equally across the city. The definition is proposed as follows:
- Key arterial walking routes;
 - Access to Hospitals;
 - Access to General Practitioners (GP surgeries);
 - Access to Schools; and
 - Access to Transport hubs.
- 4.23 The rationale being that once residents make it to the arterial network they can travel safely under foot, as a primary mode of transport in its own right, along this network, providing safe access to Hospitals, GPs and Schools and catering for the demographic most in need during adverse weather. Arterial routes will be major footpaths connecting communities and will in general be adjacent to main arterial carriageways, as such these are generally well placed for access to hospitals, GP's Schools and bus stops as well as connecting communities. This will also help to ensure that residents can then access bus stops which form part of the major driver for the Priority 1 carriageway network and/or other transport hubs (tram stops and railway stations) and can then make onward journeys safely to elsewhere in the city as a secondary mode of transport.
- 4.24 To supplement this there will be a Priority 2 footway network for prolonged weather and provision of grit bins for self-help out with the Priority 1 footway network (See section 5 below).
- 4.25 Using this definition, an indicative Priority 1 network has been proposed in Appendix 3. It should be noted that detailed mapping and routing has not as of yet been undertaken and this could lead to some local variation in the final detailed routes, but the map seeks to show the indicative coverage and intention.

- 4.26 The coverage of the city is far greater than at current and importantly would place dedicated gritting resources in the local areas across the city. In times of severe weather, ice, snow or prolonged frost this would ensure a more balanced service delivery.
- 4.27 Fundamentally to provide a city-wide service will require additional resources. It is simply not possible to dilute the current resource and make it spread across the city.
- 4.28 The current and proposed coverage is summarised below:

	APPROXIMATE DISTANCE (KM)	% of Total Footpath Network	ADDITIONAL DISTANCE (KM)
EXISTING PRIORITY 1 NETWORK	258	12%	0
PROPOSAL	555	26%	297

Fig 3 – Proposal Coverage Summary or 2121km footpath network.

- 4.29 The proposed option would double footpath gritting provision and provide an additional 10/11 gritting routes across the city to supplement the existing Priority 1 footway routes currently delivered by Roster B. Appendix 8 shows how this compares to similar Local Authority groups based on the 2018/19 Society of Chief Officers of Transportation in Scotland (SCOTS) survey.
- 4.30 It has been identified that the resources within Roads Operations are at capacity delivering the carriageway treatment and Roster B has reached capacity at its current occupancy. When reviewing at the wider Place Management level it has been identified that there are sufficient resources to deliver this and, in particular, with support from Cleansing staff that have many of the transferable skills to help deliver this service.
- 4.31 The teams within Cleansing have identified additional equipment that can be added to the existing mini sweeper fleet to convert them into a gritter and undertook initial trials at the end of this winter season.
- 4.32 Upon trial of the street sweepers with winter kit they were found to have many advantages including:
- Being quicker;
 - Being quieter;
 - Carrying an increased payload; and
 - Being specifically designed for footpath operation.
- 4.33 Further investment in this equipment would allow them to be used the rest of the year round to deliver improved street cleansing outcomes as well as more productive use of equipment and funds.

- 4.34 The proposal to introduce additional treatment routes will result in additional revenue requirements on an annual basis. This will have a fixed and variable component depending on the prevailing weather in any one season. For an average winter this can be delivered with the additional revenue investment from Council of £0.5m per annum (PA) in the Weather Emergency Budget and from the wider Place Management budget.
- 4.35 To deliver the proposal, operational gritting times may need to be adjusted to align with staff hours and it will not always be possible to provide 24/7 cover. However, this would still allow for precautionary treatment (in advance of conditions forming) and reactive treatment (snow clearance) to be undertaken during core hours (5am to 5pm). It will still allow for a seven day basis throughout the entire season.
- 4.36 With regard to specific cycleway treatment Appendix 4 shows the extent of what is currently treated and includes a significant addition in the form of new Spaces for People routes. A large chunk of what is currently treated forms part of the National Cycle Network (NCN) which is shown in Appendix 5. The layout of the NCN criss-crosses the city and provides good access from all four corners to the centre.
- 4.37 Appendix 6 further shows an enhanced treatment of the NCN when the on-road sections are cross referenced against the Priority 1 carriageway network. The map highlights the areas of gaps in the routes – particularly in the city centre. Officers will look to work through the detail of this with the intention of adding further provision to provide a safe continuous route across the city.
- 4.38 In reviewing the service delivery, a major consideration has been the resourcing of the operation as this is the foundation to route coverage and new technologies are only likely to provide small efficiencies around this. However, work has also been undertaken to review the treatment types and future technologies.
- 4.39 Rock Salt is the traditionally accepted means of treating both footpaths and carriageways in frost and snow conditions and is by the far the most prevalent across Scotland. The current alternative to this is the use a liquid based treatment such as brine or Potassium Acetate.
- 4.40 Officers have had dialogue with other authorities with regards to the suitability and practicalities of these methods. With regards to brine treatment the feedback received was that for the last two years it had been utilised by another authority they had to revert back to traditional rock salt methods as the solution was not fit for purpose, particularly in lower temperatures or heavy snow conditions. They felt there was limited benefit from brine treatment and meant having to run with two solutions rather than one, stating that approximately 20% of the time it was necessary to switch back to rock salt. With regards to Potassium Acetate the trunk road operator advised that they only utilise this material on their flagship structure to reduce the corrosive potential of the material. They advised that due to the significantly increased cost of this material it was not cost effective for the use on standard footpath and cycle path routes.

Grit Bin Maintenance/Severe Weather Contingencies

- 4.41 Edinburgh currently maintains a network of around 3,000 grit bins to help resident self-help, in recognition of the fact that not all footpaths and roads can be treated by the Council as Priority 1 or 2 network. Appendix 7 shows the extend of current coverage across the city.
- 4.42 Throughout the adverse weather in January and February 2021, resources were under pressure to treat the footways and carriageways whilst also replenishing grit bins. Additional resources were deployed from Cleansing and Parks and Greenspace; however, it still took one to two weeks to replenish the bins.
- 4.43 Analysis of the replenishment showed that around 70 squad days were required to replenish all 3,000 bins from scratch; or 10 squads for seven days continuously.
- 4.44 Historically, the replenishment of the grit bins is primarily undertaken by Roads Operations when they are not gritting or undertaking essential roads maintenance.
- 4.45 In milder winters it has been possible to be reasonably reactive with replenishment requests in a timely manner and prevailing conditions have generally put less severity on timeframes. However, the increased severity and prolonged duration this year has highlighted that in these circumstances; where there is more need for replenishment due to the weather yet less staff to replenish as due to the weather they are occupied elsewhere, that an alternative solution is required.
- 4.46 To combat this a severe weather salt plan has been devised detailing on it:
- 4.46.1 Location of over 150 locations where one tonne salt bags can be safely deployed across the city by emergency contractors; and
 - 4.46.2 Location of loose salt dumps in each local community that people can access. These locations will be mapped and will be made available to communicate via the Communications team and the website in the event they are required.
- 4.47 Another issue that was encountered this year was grit bin service requests from the website. In many instances' customers were frustrated as the website reporting tool was flawed in that it was not being updated quickly enough to reflect the current conditions on the ground. The root cause of this fell to two primary issues:
- 4.47.1 Firstly, customers are able to make a request without selecting a specific grit bin. This means the system cannot automatically link the request to a grit bin and cannot therefore complete/close the request automatically when teams replenish the grit bin on their handheld device. To resolve this, work is on-going with ICT to amend the form to only allow customers to select a grit bin asset and offer a separate form for issues where grit bins are missing from the form.

4.47.2 Secondly, the system was designed for one-off requests and not to tackle the mass emptying and replenishment of grit bins as was seen following the adverse weather. In these circumstances the most efficient method for replenishment of the bins is not on an enquiry basis but on a full route replenishment. The lesson learnt here was to temporarily halt individual requests in lieu of a bulk replenishment programme and update the website accordingly.

4.48 As part of the wider review of Place Management resources, options for additional refilling resources are being reviewed.

4.49 As part of a longer lead item the use of Grit Bin sensors, that would automatically detect empty or emptying bins and feed back to the central asset management system, is being investigated. This would remove the need for residents to have to report empty bins. Similar technology does exist for typical cleansing bins. Due to the inherent IT dependencies the ICT and specialist IoT team are leading on the review and integration of possible solutions with the view to implementing a future trial.

Community Resilience

4.50 In conjunction with the above section on grit bin maintenance, it was found that during 2020/21 there were an increased number of residents coming forward looking to help out on an individual basis but lacked a mechanism or the equipment to do so.

4.51 It is unclear if this level of availability was a result of the Covid-19 restrictions or in direct response to the more severe weather conditions experienced this year. Either way it was clear that there was more could be done to help explore options to utilise this type of resource.

4.52 Through dialogue with other local authorities via the SCOTS, Ayrshire Alliance shared a model which they have deployed working with community councils and subsequently Scottish Borders Council advised that they are operating a similar model, both reporting positive outcomes, some of which have matured to extend beyond winter maintenance and into year round community resilience.

4.53 The model is targeted at resourcing and empowering community councils and larger voluntary organisations to help themselves. The benefit of this is that it gives a wider community input and knowledge of the local pressures and priorities as well as a focal point to plan and coordinate responses. The primary blocker to utilising volunteers this year was the lack of an agreed plan, contacts and resources which need to be thought out in advance of adverse weather.

- 4.54 Through consultation with Colinton Community Council and getting specific feedback from them on the problems they faced this season, they were very keen to trial this model out and the draft protocol is in development. The key here is to give the groups direct access into the Winter Maintenance teams so that they can advise the team of priorities and also so the Winter teams can support the community groups to get quick access to salt and the relevant planned action. It is proposed to undertake a trial in partnership with Colinton Community Council next winter alongside a limited number of other groups who are willing to participate.
- 4.55 To assist with the roll-out of this initiative the Council has secured £2,500 from contractual community benefits clauses to purchase the initial round of equipment.

Non-Adopted Roads

- 4.56 Housing development across Edinburgh is a sign of continued growth and investment and there are a number of large and ongoing developments across Edinburgh.
- 4.57 In time, many of these developments will be completed and handed over to the Council through the roads adoption process. This process is not automatic and should be instigated by the developer. Even in doing so, there is a one-year maintenance period before a road will be formally adopted.
- 4.58 In larger developments in which development can go for several years the development can be substantially occupied by residents long before the roads and footpaths are even submitted for adoption. In this period the maintenance of the roads and footpaths is the responsibility of the developer and not the Local Authority.
- 4.59 It should also be noted that there are numerous private roads across the city that the developers wished to remain private and were never put forward for adoption. The Council as Roads Authority is not responsible for and does not undertake winter maintenance treatment on these roads/footways.
- 4.60 The weather this year saw Roads Operations treat the Priority 3 carriageway routes on several occasions particularly in the higher ground in the South of the city. This led to a number of complaints from residents in these non-adopted estates that they were not receiving treatment from the Council.
- 4.61 Council policy currently is that only the adopted road network is treated. This is the same as all our neighbouring Local Authorities.
- 4.62 There are a number of considerations to treating non-adopted roads:
- 4.62.1 The Council could be held liable for causing damage to a non-adopted road;
 - 4.62.2 The Council doesn't have access to the up to date configurations and layouts of these roads so do not know what to treat;

- 4.62.3 Often on larger developments part of the site is still a live building site whilst other areas are in maintenance, presenting a potential Health and Safety issue;
 - 4.62.4 Due to the nature of how Priority 3 routes are delivered (nearest neighbour and top of the hill down) it could result in non-adopted roads being treated before adopted roads; and
 - 4.62.5 Until adopted the road is under the maintenance of the developer and not the Council – public funds would then be used to maintain what is essentially a private company's liability.
- 4.63 If the Council were to take this on they would first need to be indemnified against damage, have costs covered for managing the extents of treatment, costs covered for any actual treatment (and processing payments) and have agreement from Council to do so, so that the Council is not being seen to prioritise non adopted roads over adopted roads.
- 4.64 To do so would need to be led by the developers themselves who are ultimately responsible. In the absence of this it is proposed that developers will be written to at the start of the Winter Season to remind them of their legal obligations.

Customer Contact and Communication

- 4.65 The adverse weather this season saw an increase in customer contact with regards to Winter Maintenance. Much of this was in the form of service requests in areas that were not part of the Priority 1 network or for refill of grit bins.
- 4.66 The report has already identified a range of actions above that will assist in addressing the root causes of these enquiries and potentially prevent them from becoming issues in the first instance – for example, resolving the grit bin issues and proposing to increase treatment coverage and resources.
- 4.67 To deliver a prioritised, systematic service that best responds to the challenges of severe weather, it is simply not possible to serve every individual request. As such, the service agreed standard wording with the Customer Care and Communications teams that was used in response to queries, referring them to the gritting priority system and street map. This resulted in a significant increase in views on those pages during the winter period – on gritting pages, 43,000 views in 20/21 cf. 7,100 views in 19/20 (+516%).
- 4.68 In addition to this, daily gritting and winter weather updates were shared with colleagues in the Customer Care and Communications teams, ensuring they had the most up-to-date information. It became clear, however, that the service had to work more closely with these teams to ensure they have a greater and more detailed understanding of how the service is delivered in order to share this information more accurately with customers and other stakeholders.
- 4.69 Further joint work will, therefore, take place ahead of the next season to produce a detailed briefing document, including clear processes and protocols. It will also be useful to help brief colleagues in other services across the Council.

- 4.70 Similarly, the information that is held and displayed on the website could be improved to provide clearer and more succinct answers to the most commonly asked queries in the form of FAQs. The service will work with colleagues to develop this ahead of next winter.
- 4.71 During this season, the Winter Enquiries mailbox was updated with an automatic Out of Office message providing updated and specific information to internal colleagues and members. The service will enhance this by including further relevant information, together with adding a severe weather Out of Office message.

5. Next Steps

- 5.1 Many of the items are easily implementable without significant financial, political or resource implications and will be undertaken as operational updates as a matter of course ahead of next season. Some of the more minor changes have already been implemented and for many of the more time-consuming amendments the work has already started. For example, the location of one tonne and 3.5 tonne resilience salt dumps a draft version has already been produced and is being checked by officers.
- 5.2 Work has already commenced with ICT to implement the necessary IT changes to the grit bin web form and this will continue ahead of the 2021/22 season.
- 5.3 Should it be recommended to implement the proposal of the new Priority 1 definition and increased footpath delivery, then:
- 5.3.1 The outline route coverage will be taken to detailed design.
 - 5.3.2 Procurement/hire agreements will be developed with colleagues in Cleansing and Fleet Services to advise on earliest availability of plant.
 - 5.3.3 Work will also be undertaken with colleagues in Cleansing to begin preparatory works for setting up the service to deliver the additional routes and feed into the central Winter Maintenance System (WMS).
- 5.4 As part of the Season 2021/22 review, the implementation of the measures will be reviewed to see that the benefits have been realised, as well as providing an update on longer lead items.

6. Financial impact

- 6.1 Many of the lessons learnt can be implemented internally using existing resource with some support from internal IT and Communications colleagues and will have negligible financial impact on the existing budget.
- 6.2 The proposal presented in Appendix 3 has been costed up and can be delivered with the additional recurring £0.5m revenue funding agreed at Council on 27 April 2021.

- 6.3 Should the proposal be taken forward and the necessary funding be allocated then a procurement exercise will be required to allocate the necessary plant and equipment. Owing to procurement timelines it may be necessary to adopt an interim approach during the winter of 2021/22.

7. Stakeholder/Community Impact

- 7.1 As part of the lessons learnt senior officers met with Living Streets, in a virtual capacity owing to Covid-19, to review current resources and delivery methodology as well as to gather information from Living Streets on the main areas of concern following this seasons weather. A number of topics were discussed, and some valuable insight was gathered to feed into both changes to operational delivery and to the wider footpath rationalisation review. Examples of which were better focus on snow clearance in the channel (road edge) at dedicated crossing points in snow conditions and clearer advice on grit bins.
- 7.2 Senior officers also spoke with members of the Colinton Community Council to gather their views on the issues faced in the 2020/21 season. Good dialogue was had around how the Council can help support Community Councils to support themselves in these exceptional conditions. Access to ready salt in the Community Council area, provision of equipment, and a line into the Weather Emergency team were amongst the largest concerns. The resilience model in the main report was outlined and Colinton Community Council were very keen to avail of this and looking to engage with the service in setting up a pilot of it for next season. It was also fed back that for the community council to have a direct feed into the Winter Weather team for such events was a critical positive and is actioned through the resilience model.
- 7.3 In general, many of the views and concerns were gathered throughout the season from an assessment of the significant volume of correspondence from Members and constituents alike, from correspondence to the Winter Enquiries mailbox and directly to officers and senior officers.

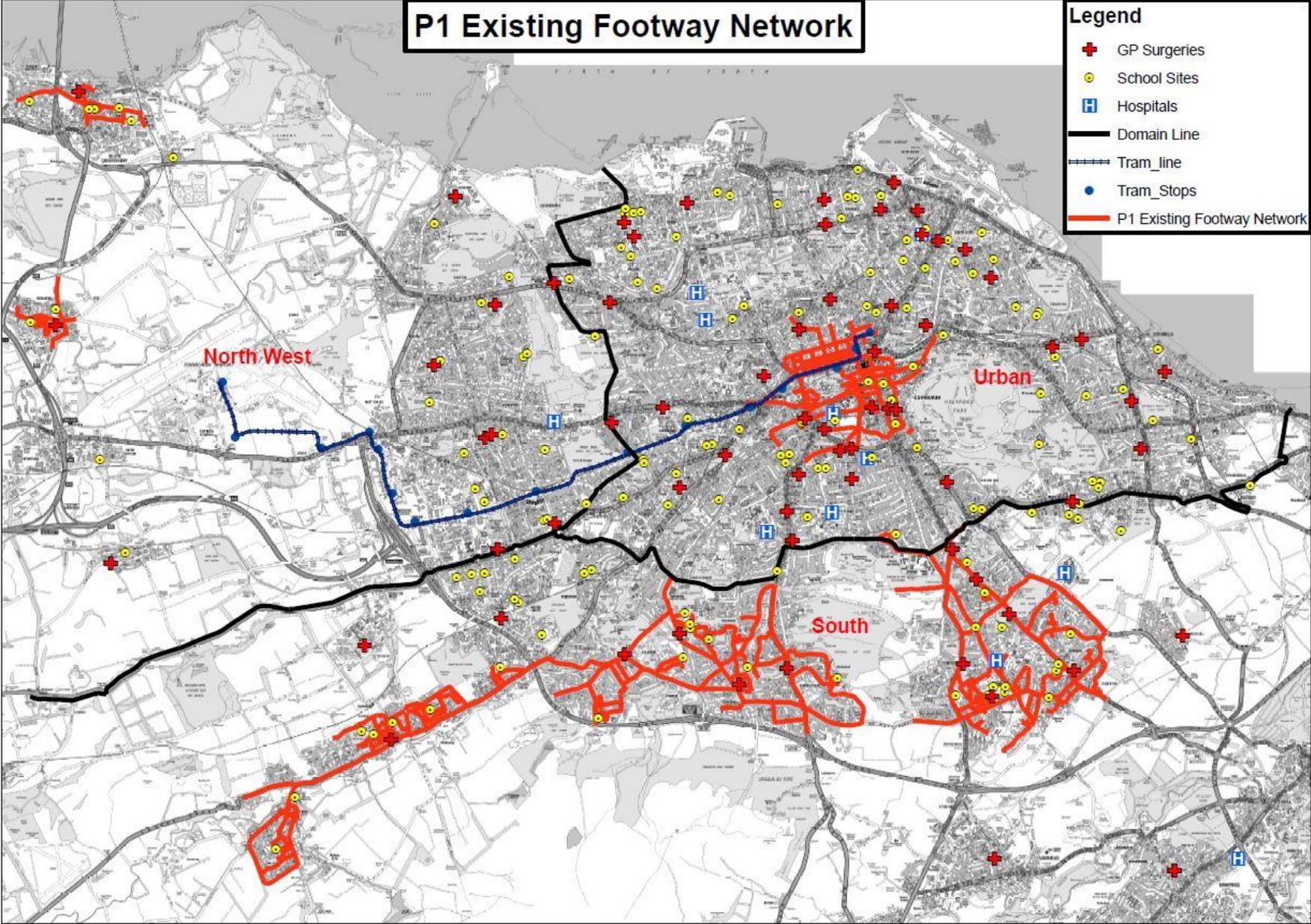
8. Background reading/external references

- 8.1 Roads (Scotland) Act 1984
- 8.2 Members Briefing Note - 664
- 8.3 Transport and Environment Committee business bulletin titled Winter Maintenance 2020-21 – Summary to Date
- 8.4 Transport and Environment Committee report dated 17 May 2018 titled Winter Maintenance Review

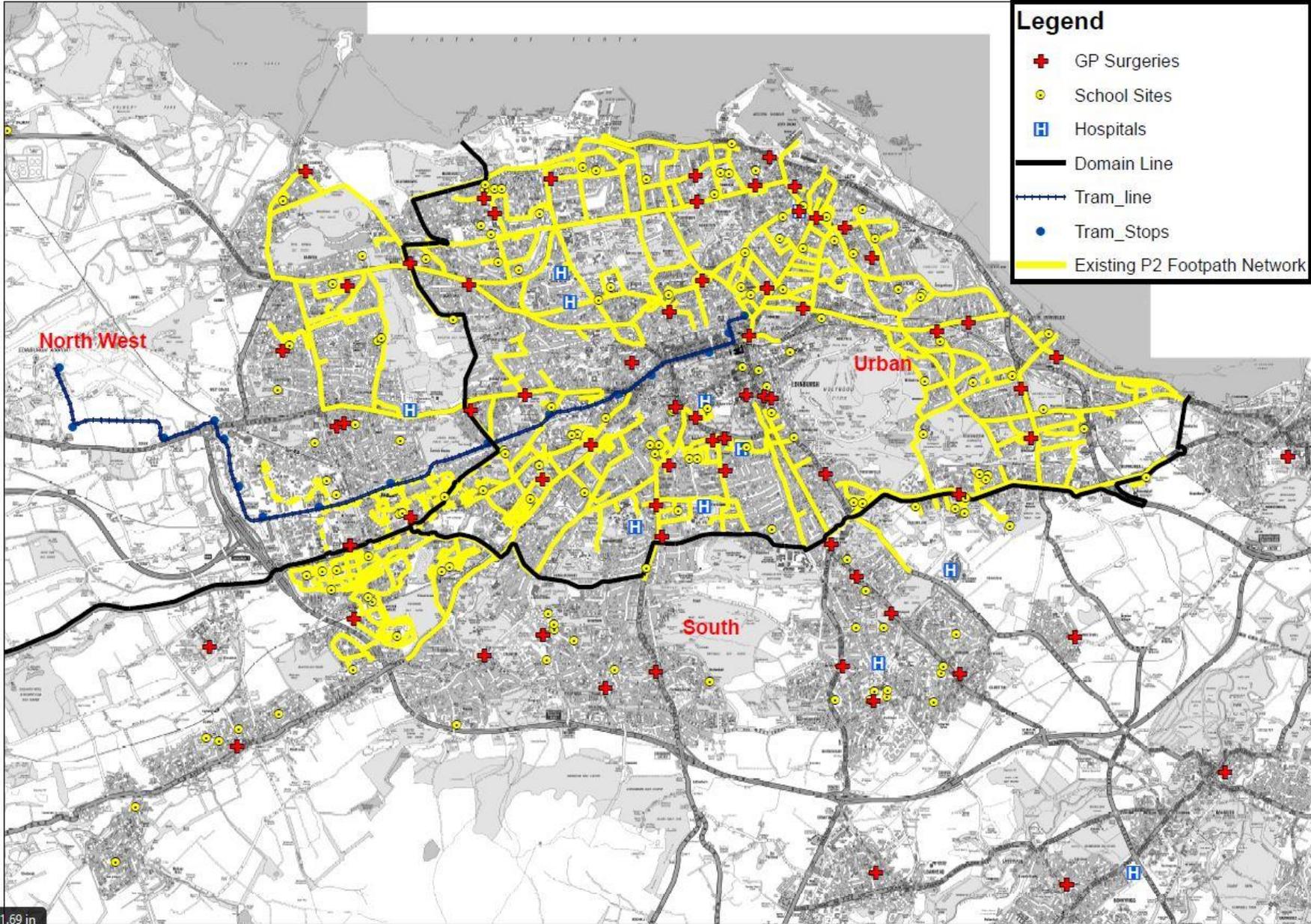
9. Appendices

- 9.1 Appendix 1 – Current Priority 1 footway coverage
- 9.2 Appendix 2 – Historic Local Priority footway coverage
- 9.3 Appendix 3 – Proposed new Priority 1 footway coverage
- 9.4 Appendix 4 – Current cycleway coverage
- 9.5 Appendix 5 – NCN coverage
- 9.6 Appendix 6 – Enhanced cycleway coverages including carriageway routes
- 9.7 Appendix 7 – Current grit bin coverage
- 9.8 Appendix 8 – SCOTS Footpath Gritting Coverage – 2018/19

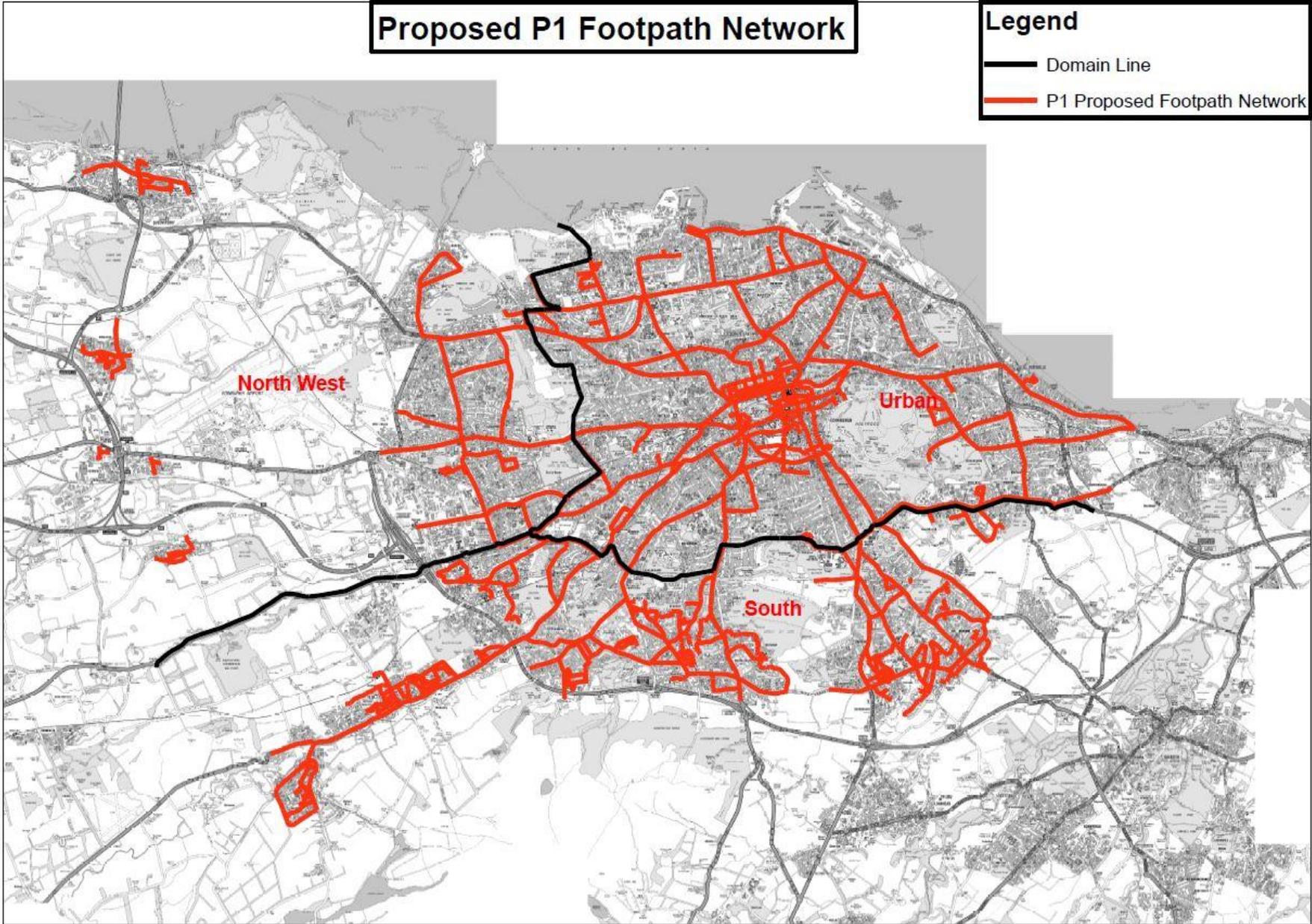
Appendix 1 – Current Priority 1 footway coverage



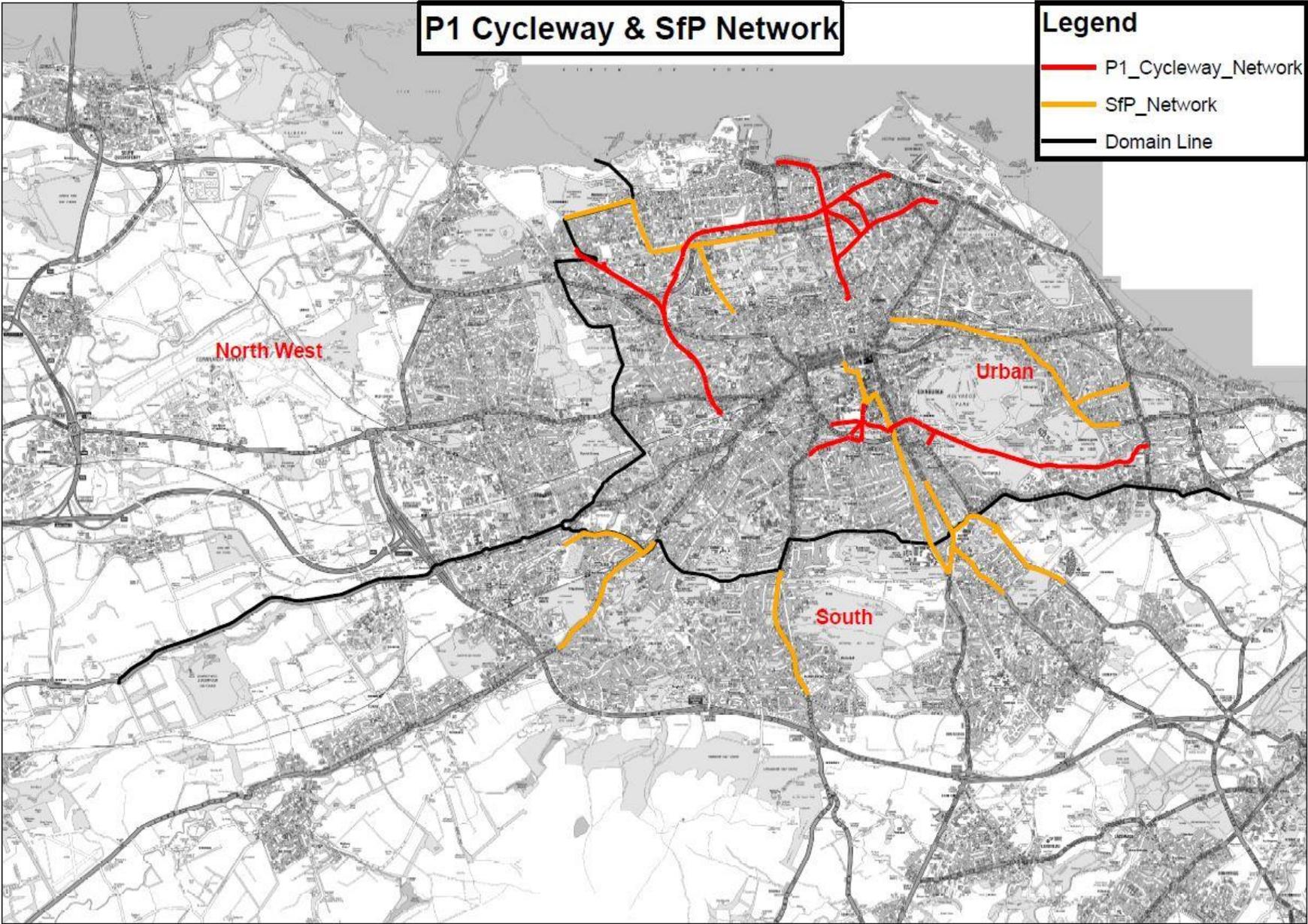
Appendix 2 – Historic Local Priority footway coverage



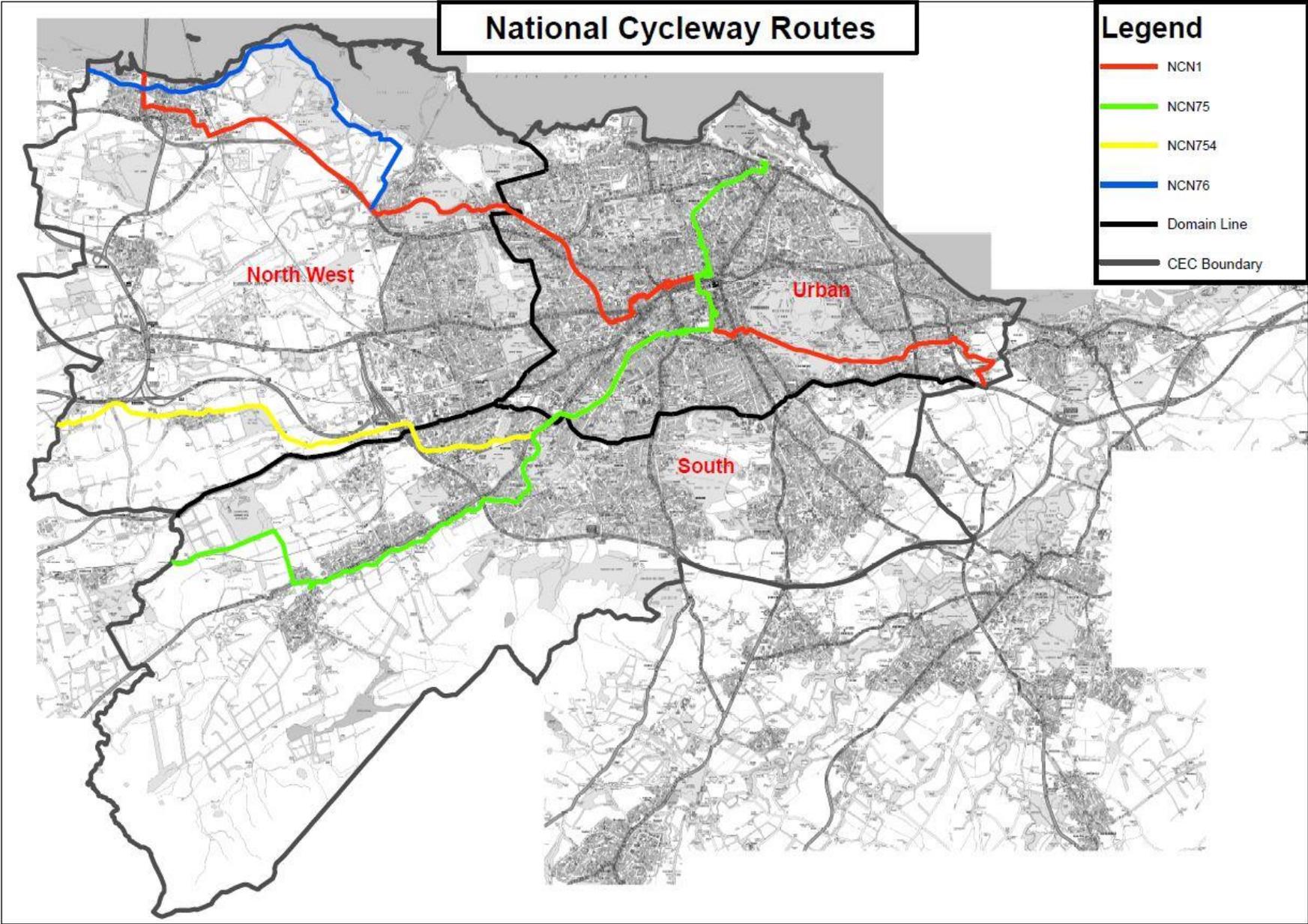
Appendix 3 – Proposed new Priority 1 footway coverage



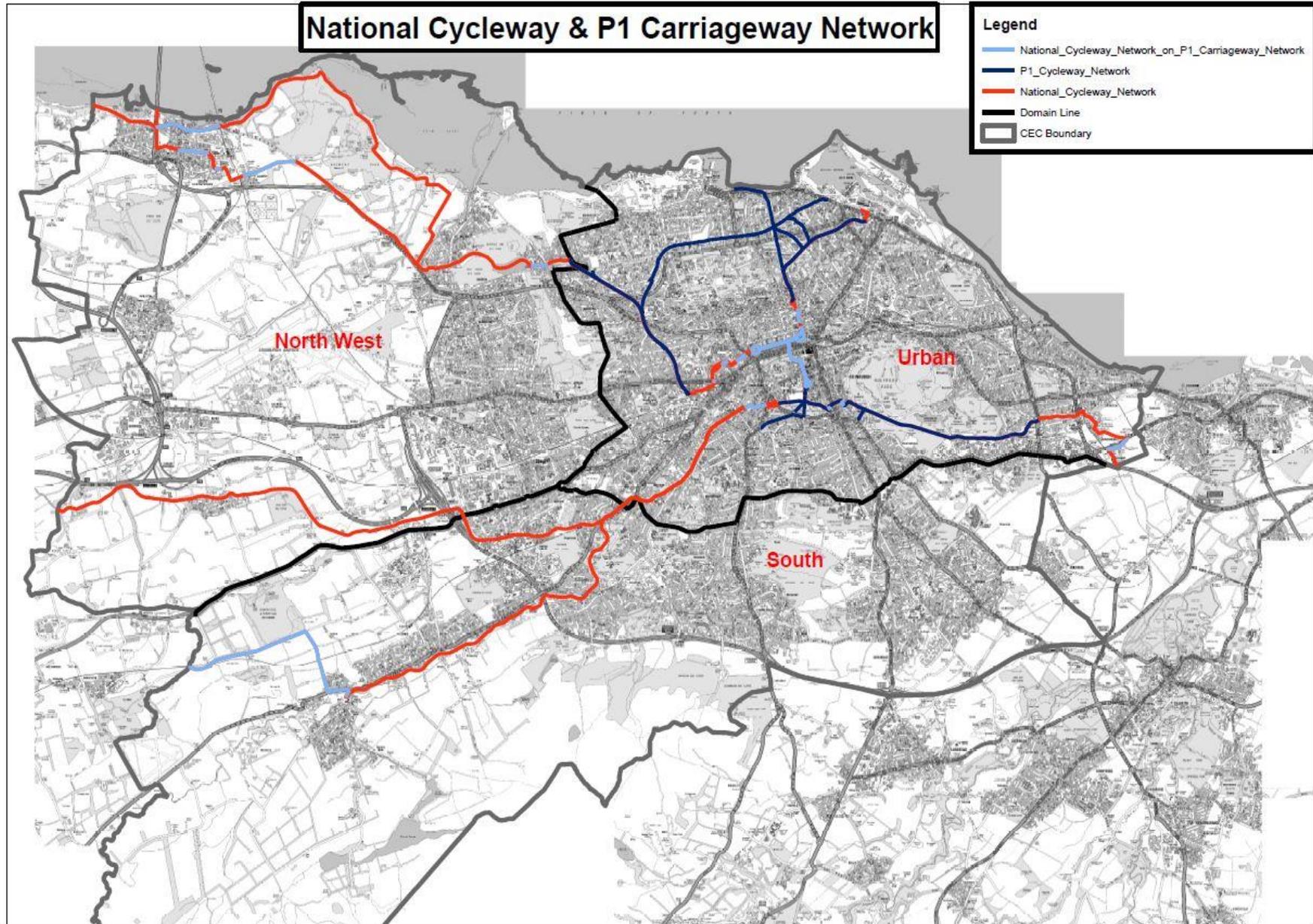
Appendix 4 – Current cycleway coverage



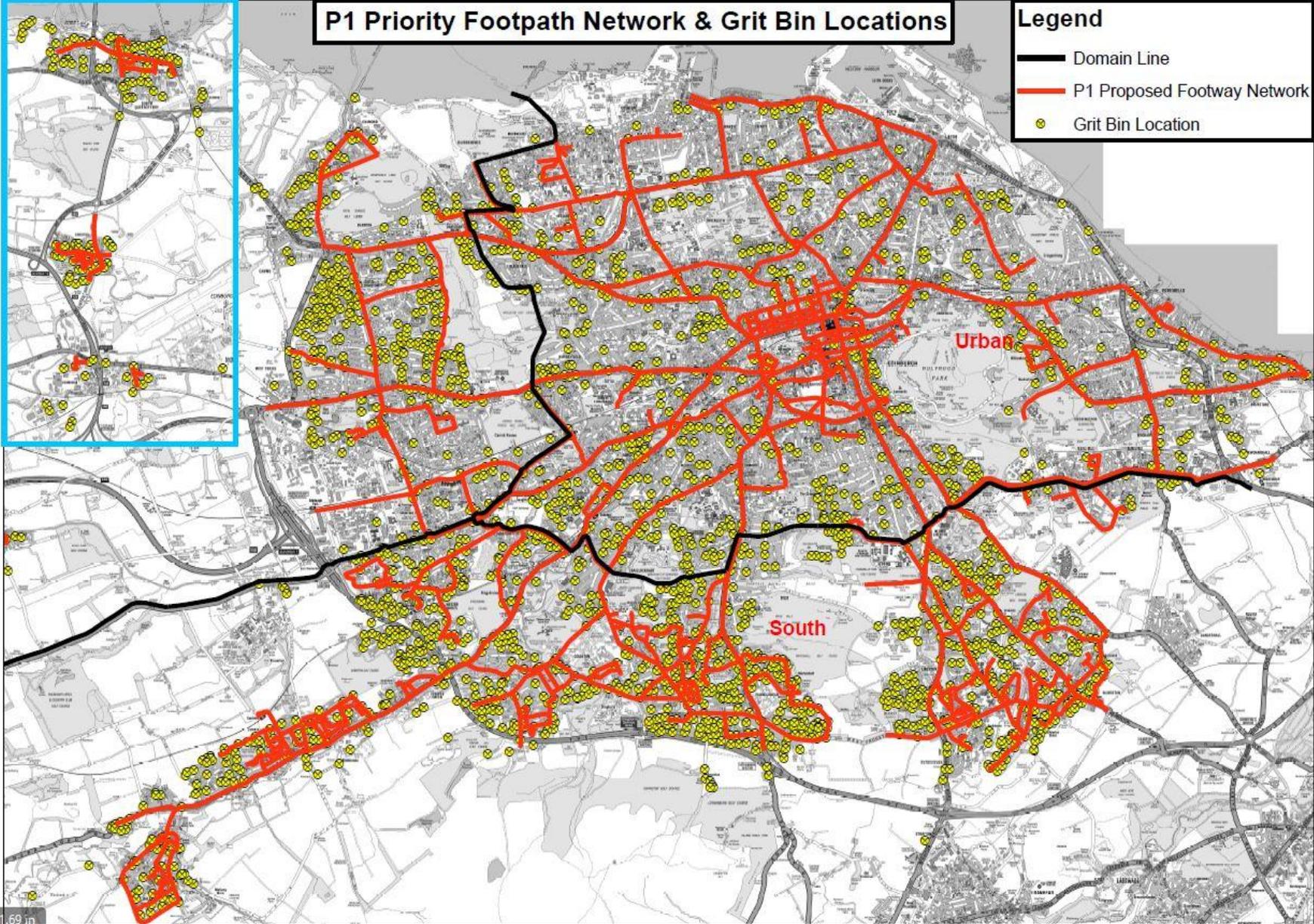
Appendix 5 – NCN coverage



Appendix 6 – Enhanced cycleway coverages including carriageway routes



Appendix 7 – Current grit bin coverage



Appendix 8 – SCOTS Footpath Gritting Coverage – 2018/19

 SCOTS Road Asset 4 Footways Perform 9			
Go to 'Footways' Summary		Safety % of footway network deemed top priority (Winter Maintenance operations)	
PIN	Name of Authority		11.4.02
Confidence rating (H, M, L)			L
PI / Stat			Stat
Ideal Position			↑
Family Group 5 (City)			
8073	Aberdeen City Council	No data	
8159	Dundee City Council	22.81%	
8015	City of Edinburgh Council	11.22%	
8016	Glasgow City Council	11.33%	

Family Group 4 (Urban)		
8087	Clackmannanshire Council	18.27%
8014	East Dunbartonshire Council	15.35%
8137	East Renfrewshire Council	No data
8071	Falkirk Council	9.93%
8060	Inverclyde Council	No data
8121	North Lanarkshire Council	6.38%
8036	Renfrewshire Council	13.10%
8057	West Dunbartonshire Council	1.57%

Family Group 3 (Semi Urban)		
8082	East Ayrshire Council	14.37%
8064	East Lothian Council	1.66%
8134	Fife Council	4.92%
8027	Midlothian Council	No data
8059	North Ayrshire Council	6.21%
8042	South Ayrshire Council	0.11%
8120	South Lanarkshire Council	3.38%
8040	Stirling Council	19.71%
8109	West Lothian Council	16.91%