

**WEST DUNBARTONSHIRE COUNCIL****Report by Strategic Lead – Shared Services Roads and Neighbourhood****Council: 30 September 2020**

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**Subject: Footway Gritting Update****1. Purpose**

- 1.1** The purpose of this report is to update members on the costs incurred following the implementation of the additional footway gritting actions carried out in the period between January and March 2020 and to agree footway gritting actions for the Winter Plan 20/21.

**2. Recommendations**

- 2.1** It is recommended that Council:

- (i) notes the incurred additional costs identified in 4.3 below and evaluation of measures taken in 4.4;
- (ii) agrees the proposed footway treatment detailed in Option 2 in 4.6 below;
- (iii) notes the potential additional costs for Option 2 detailed in 4.6; and
- (iv) notes that a further report will be presented to Council to evaluate any measures taken.

**3. Background**

- 3.1** Council passed a motion on 27<sup>th</sup> November 2019 requesting a report setting out proposals to deliver additional footway gritting actions outwith normal working hours.

Members considered the footway gritting measures implemented at the meeting of 29<sup>th</sup> January 2020.

- 3.2** Council approved the implementation of additional footway treatment actions delivered by introducing standby from January to March 2020. Standby facilitated the priority footway gritting routes to be completed prior to the morning peak pedestrian activity.
- 3.3** Members approved the proposal to review the footway gritting routes to reflect areas with high levels of pedestrian activity.

**4. Main Issues**

- 4.1** The Winter Plan sets out the carriageway and footway treatment actions in accordance with the well maintained Code of Practice and the Roads (Scotland) Act 1984.

Section 34 of the Roads (Scotland) Act 1984 states “a roads authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads”. In this context “public roads” means all carriageways, footways, footpaths, pedestrian precincts etc. entered in a roads authority’s List of Public Roads.

The Council's Winter Plan ensures that the Council fulfils its statutory duty in relation to both carriageway and footway gritting. Any additional footway gritting would be in excess to the statutory requirement.

- 4.2** Footway gritting is normally only undertaken during normal working hours (8am – 3.30pm Monday to Friday). Priority is given to the following:

Town centre pedestrian areas,  
Adjacent areas to schools,  
Health care centres,  
Public Transport Hubs,  
Footways adjacent to day centres and sheltered housing, and  
Main pedestrian routes in major housing developments.

There are 40 priority footway treatment routes which take in the region of 4 hours to complete.

Following the treatment of priority routes and should weather conditions require the secondary footway routes will be treated.

- 4.3** Additional footway treatment was implemented during the period January to March 2020 (12 week period). This included footway treatment working outwith normal working hours as weather condition required.

The costs incurred were as follows:

<b>Item</b>	<b>Costs</b>
Standby (4 weekly)	£9,743
Overtime (4 weekly)	£5,612
Total (4 weekly)	£15,355
<b>Total (12 weeks)</b>	<b>£46,063</b>

There were 52 operatives placed on a standby rota for a 12 week period and treatment carried out on 10 occasions.

Winter treatment and standby commences normally on 1 November and continues until 31 March, a period of 21 weeks. If the above actual incurred costs are used the anticipated cost would be in the region of £80,610.

**4.4** An evaluation was undertaken to reflect the success of the measures. Social media messaging, facebook comments and email received were reviewed and the public response was in the main positive to the additional measures taken. In particular gritting at schools was considered beneficial.

**4.5** Consideration has been given on 3 options of footway treatment proposals. These are as follows:

- Option 1 Continuation of the footway treatment in place January to March
- Option 2 Targeted treatment of priority 1 routes
- Option 3 No additional footway gritting outwith normal working hours

The options are detailed below with cost implications.

**4.6** Option 1

Treatment of priority footways carried outwith normal working hours when weather conditions require. Once completed treatment will commence of secondary routes.

A 2 week rota is required with 26 operatives on standby each week operating in 2 squads of 13.

The standby implications and anticipated overtime costs are detailed in the table below.

<b>Item</b>	<b>Costs</b>
Standby (4 weekly)	£9,743
Overtime (4 weekly)	£5,612
Total (4 weekly)	£15,355
<b>Total (21 weeks)</b>	<b>£80,610</b>

Option 2

A proposed targeted footway treatment programme with routes classified as priority 1 or priority 2 routes with the wider secondary routes retained.

A 2 weekly rota will be implemented with 20 operatives on standby each week.

Priority 1 routes will be treated in advance of the normal working day in periods of icy/snowy weather. These include the routes that have high pedestrian impact and include the following:

- Areas in vicinity to schools,
- Footways leading to centres of employment,
- Hospitals and health centres,
- Adopted footways in sheltered housing complexes and daycare centres,
- Routes to strategic transport hubs; and

Main shopping areas and pedestrian areas within town centres,.

Priority 2 routes will commence upon completion of priority route 1 routes and normally during normal working hours (commencing from 8am):

Connecting shopping areas to public buildings,  
Standing areas to main bus stops,  
Main routes to residential areas, and  
Other footways identified as having heavy pedestrian footfall.

The secondary footway routes cover residential areas that are not on priority routes. In addition to less well used footways and footways where a feasible alternative route exists.

<b>Item</b>	<b>Costs</b>
Standby (4 weekly)	£7,495
Overtime (4 weekly)	£4,317
Total (4 weekly)	£11,812
<b>Total (21 weeks)</b>	<b>£62,013</b>

### Option 3

No additional out of working hours footway treatment. This option would incur no additional standby costs.

Should there be extreme weather conditions with ice and snow treatment will be carried out if resources are available with overtime implications. As there is no standby in place there is a risk that resources will not be available.

- 4.7** In addition to the footway gritting the Service has 481 grit bins sited locally. This provides access to grit bins by members of the public to self-serve.

A review of the grit bin locations will be carried out to identify any locations that may not have a grit bin sited but are considered desirable.

Requests for a grit bin should meet the following criteria:

Sited on a public road or footway,  
Accessible for cleaning and filling,  
Serve a number of properties, and  
Not be within 300m of a neighbouring grit bin.

Locations with a steep incline or particularly wet footways that create enhanced risk will be considered as a priority.

- 4.8** In extreme weather conditions grit will be made available for members of the public to collect from the Roads Depot.

## **5. People Implications**

**5.1** If Option 2 is approved then it is proposed that Greenspace operatives be approached to confirm availability for stand-by rota week commencing 1st November 2020.

## **6 Financial Implications**

**6.1** The anticipated additional financial cost for the footway gritting options is £80,610 per year (Option 1) and £62,013 per year (Option 2) as detailed at 4.6 above. Currently this is not included in the revenue budget for 2020/21 onwards. There is no cost implication if Option 3 implemented.

**6.2** A contingency budget of £100,000 was allocated from reserves following the Council meeting of 27 November 2019. In the region of £54,000 remains.

## **7. Risk Analysis**

**7.1** There is a risk that operatives do not wish to agree to undertake standby.

**7.2** There is a risk that the costs could increase if the winter weather is worse than anticipated. From previous winter conditions there is potential of an increase in overtime costs in the region of £15,000.

## **8. Equalities Impact Assessment (EIA)**

**8.1** An initial screening confirms there is no adverse impact.

## **9. Consultation**

**9.1** Consultation on the report content has been carried out with the Strategic Leads for Finance and Legal.

## **10. Strategic Assessment**

**10.1** At its meeting on 25 October 2017, the Council agreed that the action noted below is among its five main strategic priorities for 2017 – 2022;

- Efficient and effective frontline services that improve the everyday lives of residents.

**10.2** The proposed actions support this commitment.

**Name** Gail MacFarlane  
**Designation** Strategic Lead Roads and Transportation  
**Date:** 30 September 2020

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**Background Papers:** Winter Plan

**Wards Affected:** All council wards.