

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE –
17 DECEMBER 2001**

**REPORT ON: WINTER MAINTENANCE OPERATIONAL ISSUES, DUNDEE CITY
COUNCIL ROAD NETWORK/TRUNK ROAD NETWORK, 2001/2002**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 747-2001

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to explain the winter maintenance operational issues with regard to the Trunk Road network within Dundee city Council and its immediate environs for winter 2001/2002.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve in principle the agreement to assist the Scottish Executive/BEAR Scotland in emergency circumstances, subject to the operational decision being made at appropriate Manager/Director level, taking into account all the prevailing circumstances and conditional that the Council's priority routes take precedence.
- 2.2 The Director of Finance has advised that an indemnity undertaking will require to be clearly articulated to clarify roles and responsibilities under the proposed arrangements. The parties to the agreement are likely to be DCC/Scottish Executive/BEAR and Tayside Contracts.

3 FINANCIAL IMPLICATIONS

- 3.1 Any resources provided for winter maintenance operations on the trunk road network would be conditional on the Scottish Executive/BEAR Scotland agreeing to pay for the use of these resources. These arrangements would therefore have no financial implications for Dundee City Council.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The use of salt as a de-icing agent has been fully explained in report number 570-2001 and will be the same when used on the trunk road network.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 There are no equal opportunity implications.

6 BACKGROUND

- 6.1 The responsibility for winter maintenance on the trunk road network within Dundee rests with the Scottish Executive and their requirements are now contracted out to BEAR Scotland Ltd.

- 6.2 The trunk road network within Dundee consists of Kingsway, Forfar Road north of Kingsway, Greendykes Road, Broughty Ferry Road from Greendykes Road to East Dock Street, East Dock Street and south Marketgait to Tay Road Bridge.
- 6.3 The trunk road network within the immediate environs of Dundee consists of the A90 (Dundee/Perth), A90 (Dundee/Forfar) and the A92 (Dundee/Fife). Tayside Contracts are currently subcontracted to provide winter maintenance services to BEAR Scotland. Tayside Contracts also undertake winter maintenance services on the Council roads (with the remainder being provided by other departments within the Council).
- 6.4 A meeting was recently held involving officers of the Scottish Executive, BEAR Scotland, Dundee City and Angus Roads Authorities and Tayside Police. The Councils were asked to consider the potential bad weather circumstances in which the councils would be prepared to allow resources dedicated to Council roads to be temporarily allocated to the Trunk Road.
- 6.5 There have in the past been times, including the snow events of Feb/March 2001, when the A90 (Dundee/Forfar) has been closed due to the amount of snow and drifting snow on particular stretches of the road. Despite the best efforts of Tayside Contracts, through the previous Tay Premium Unit, the conditions prevailed over the resources available.
- 6.6 It is predictable that during the current 5 year Trunk Road Maintenance contract similar events will occur. In such circumstances, the Scottish Executive and or BEAR Scotland may request the provision of additional resources from Dundee City Council. These resources are provided for use by the Council by Tayside Contracts in accordance with the policy and level of service approved by the Planning and Transportation Committee prior to the start of winter and **are the minimum** deemed necessary to provide that level of service on the Council's own roads.
- 6.7 In considering whether such a request should be met the Committee is asked to consider the following issues:
- The trunk road network as detailed in 6.2 is the main national arterial route through Dundee.
 - Closure of any part of the trunk road network would have serious implications for traffic movement through and across Dundee.
 - Public perception of the road network does not always distinguish between Trunk roads and Council roads.
 - Closure of the trunk road network may leave vehicles stranded within the closed section or caught in snow drifts along the length of the closed section. Such events would lead to a public emergency response through the Council's emergency procedures.
- 6.8 It would clearly be inappropriate to agree to respond to any request from BEAR Scotland to provide resources to assist on the trunk road network if the Council's own priority routes were not clear as this would only result in similar issues to the above arising on Council's own priority routes. The only circumstance in which it may be appropriate to agree to such a request in these circumstances would be where there is a clear public emergency.

- 6.9 Meeting any such requests for resources would obviously have to include an agreement by BEAR Scotland to fully pay for all costs associated with the use of the resources.
- 6.10 It should be noted that any such arrangement would include a reciprocal agreement that BEAR Scotland would release resources to assist Dundee City Council (if circumstances permit) to clear Dundee Roads if necessary, in extreme conditions.
- 6.11 The decision as to whether to respond to any request for resources would be dependent on all the circumstances at the time. Therefore, it is recommended that the Committee agree in principle to assist BEAR Scotland subject to the operational decision being made at Manager/Director level, taking into account all the prevailing circumstances, and conditional that the Council's priority routes take precedence.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and the Legal Manager have been consulted and are in agreement with the contents of this Report.

8 BACKGROUND PAPERS

- 8.1 Report No 570-2001

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10 December 2001

IFS/LG/RJ

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