

What does our performance data tell us about winter maintenance?



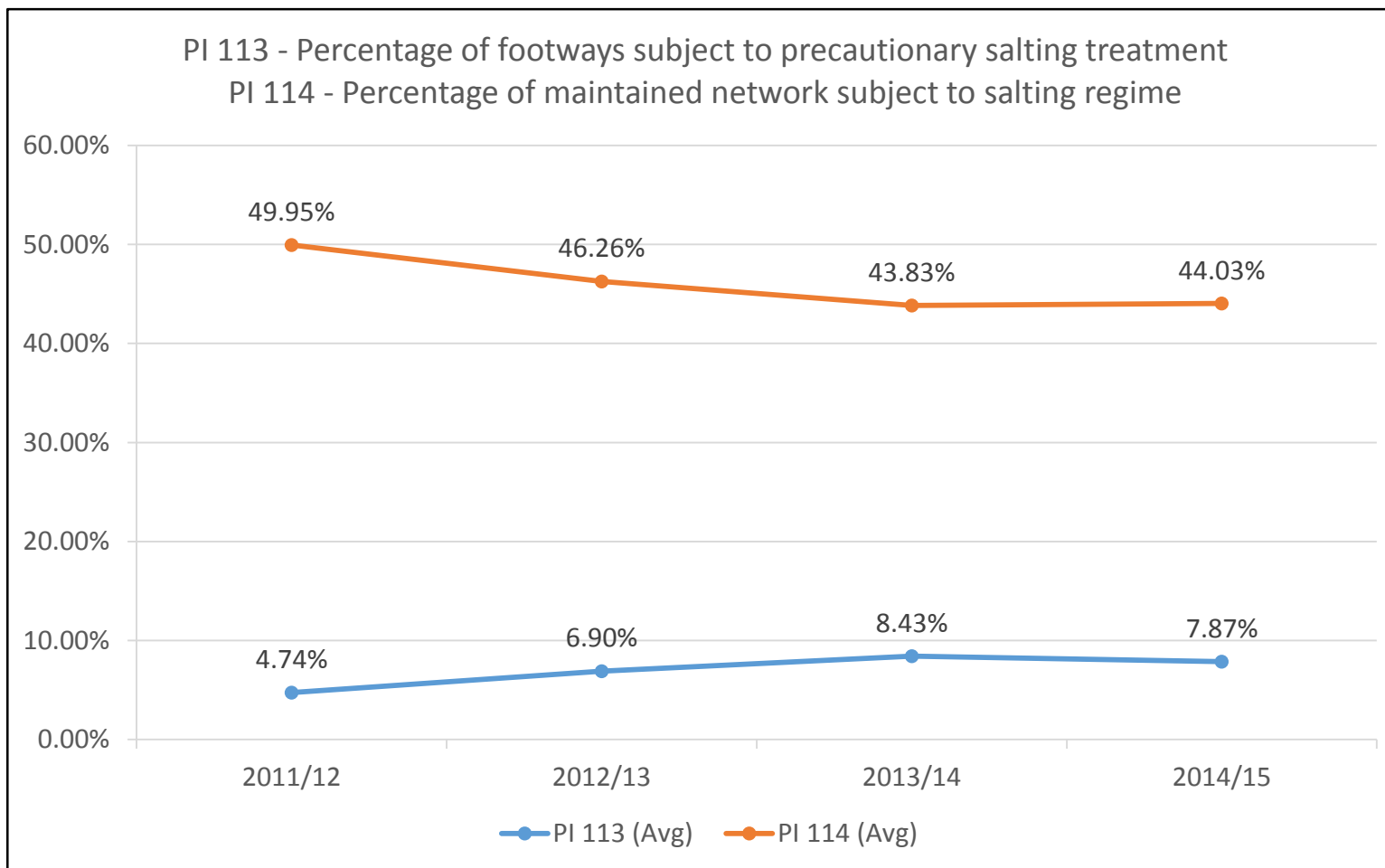
Friday 30 September 2016

Debbie Johns, Head of Performance Networks

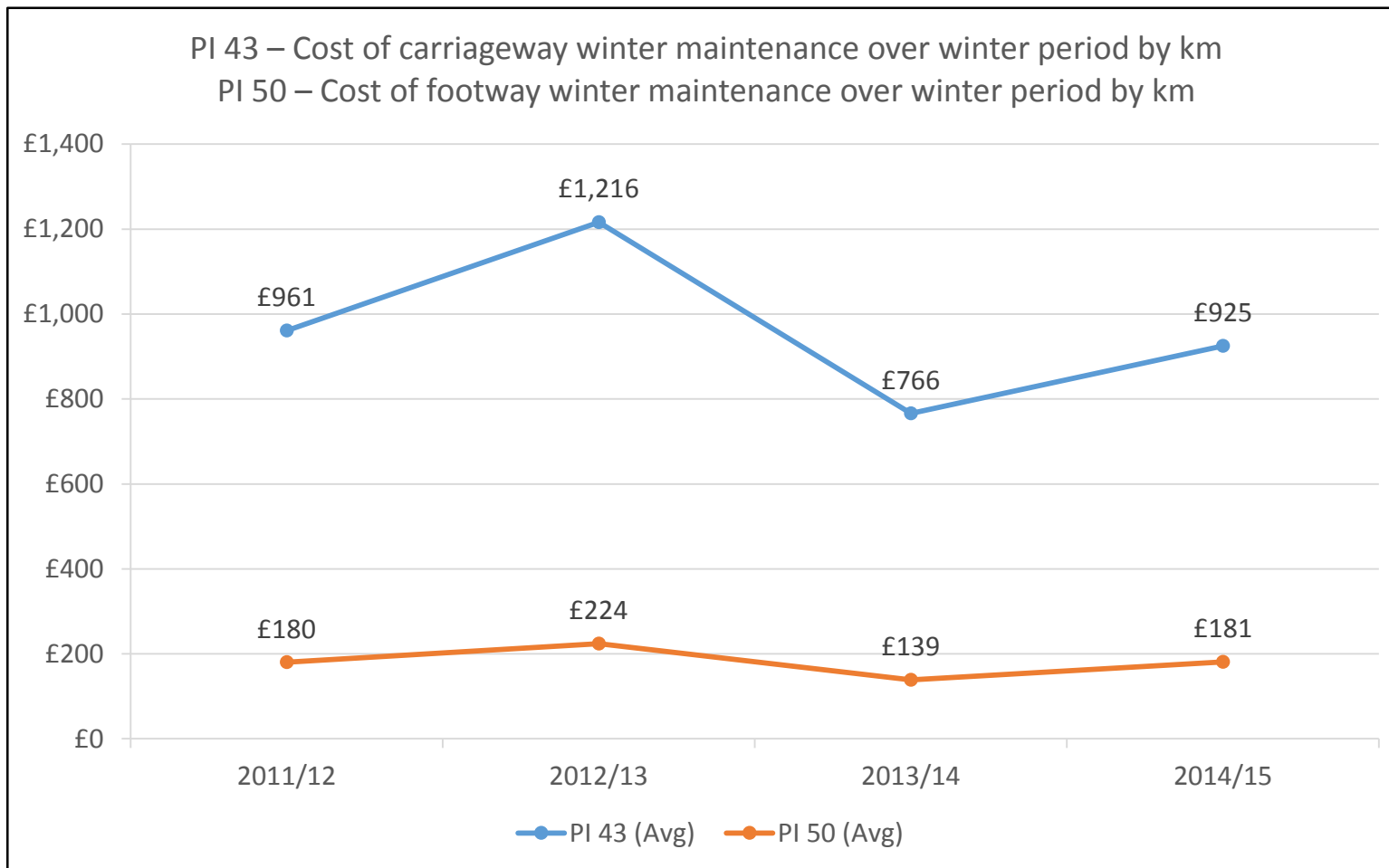
Containing costs – what are the ingredients?



What is the evidence saying on coverage?



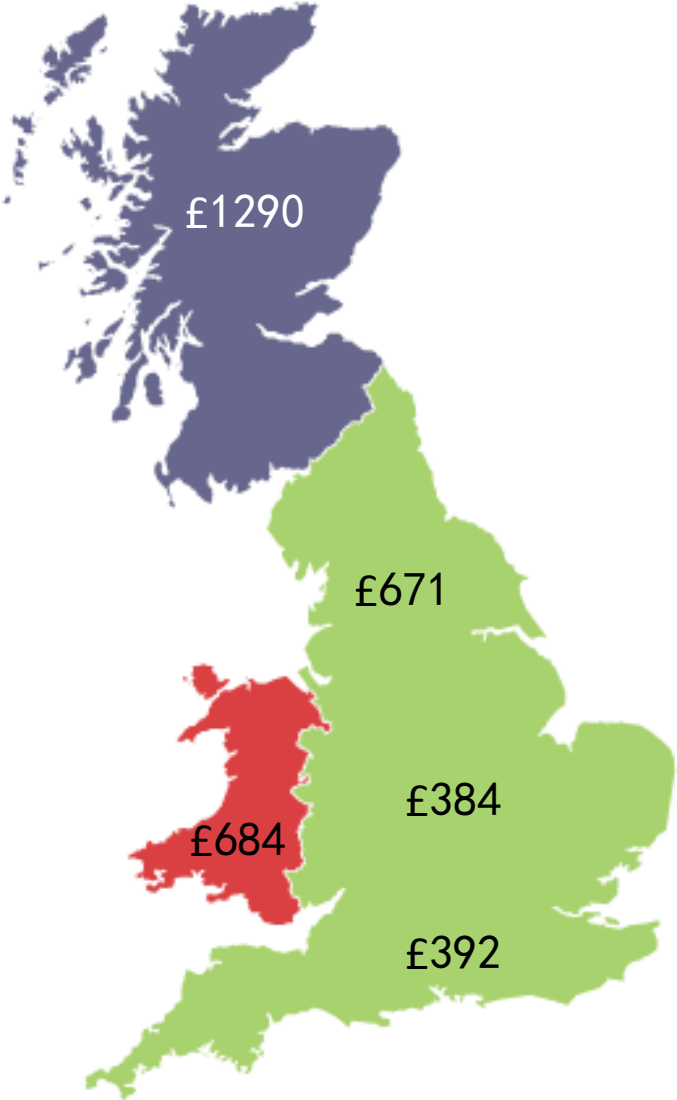
Typical costs – carriageways v footways



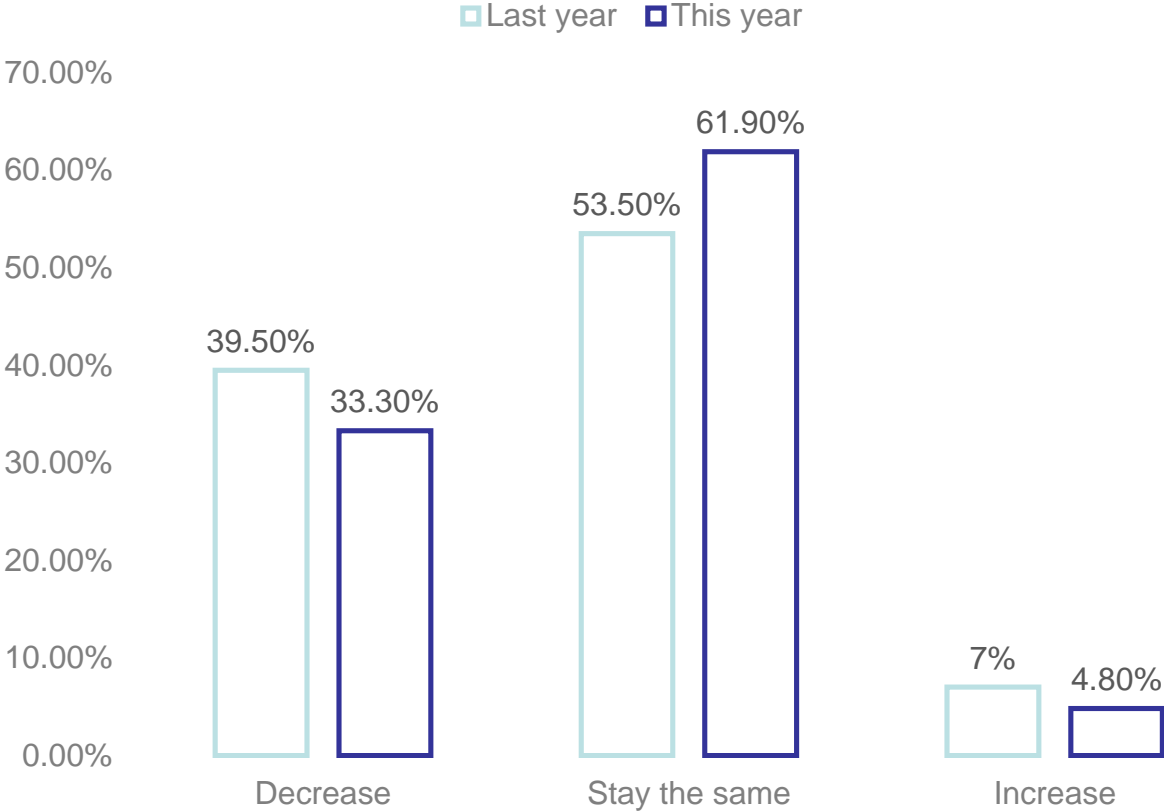
Regional boundaries or not?



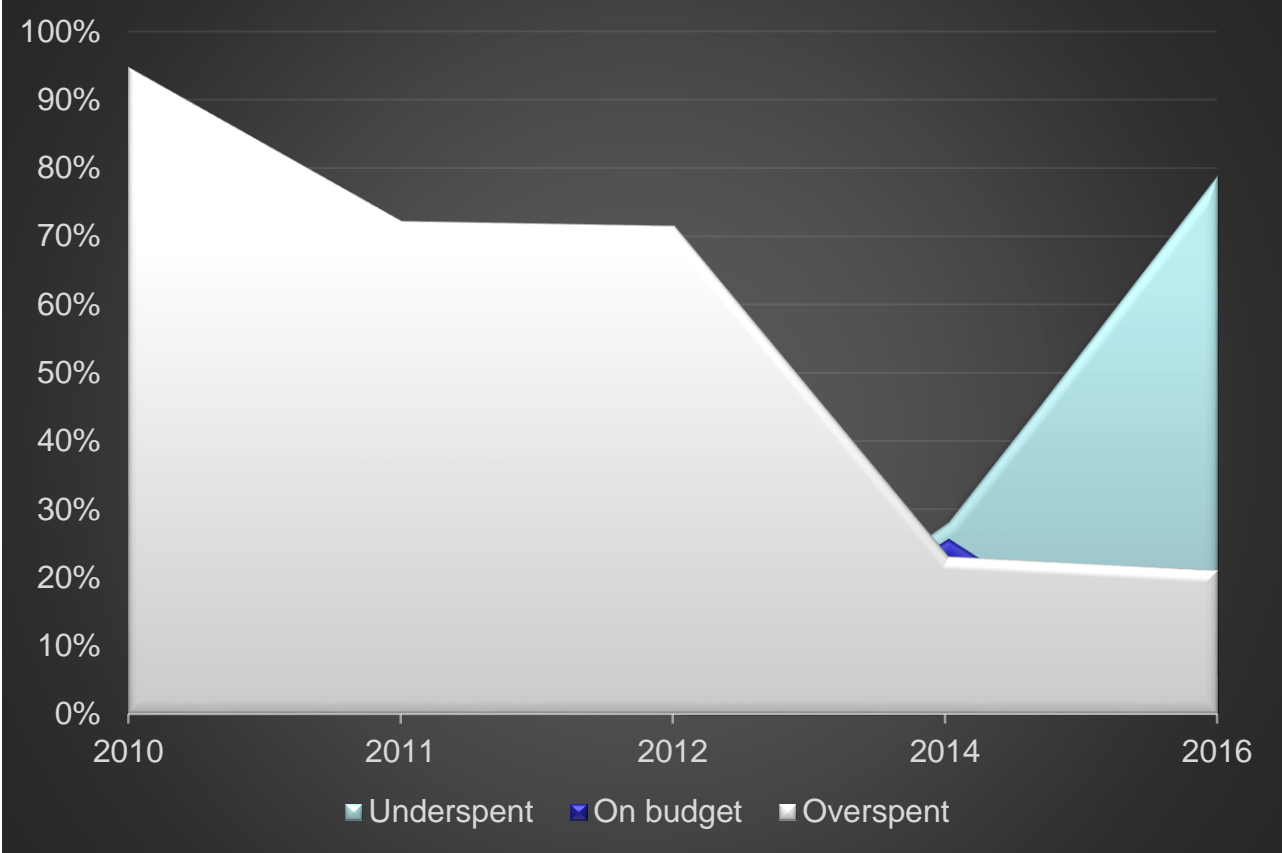
Average cost over the winter period (carriageways)



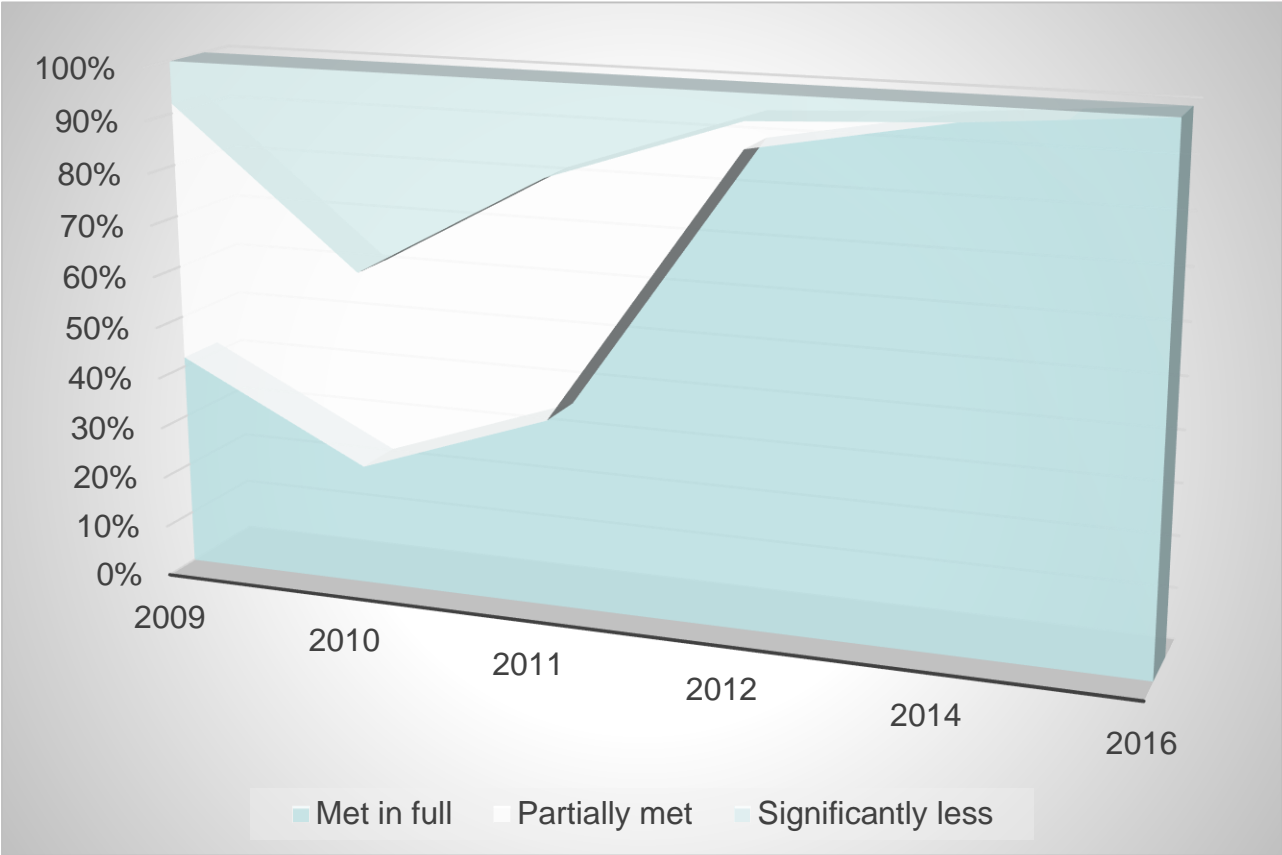
Winter maintenance budgets



Impact of weather on budget



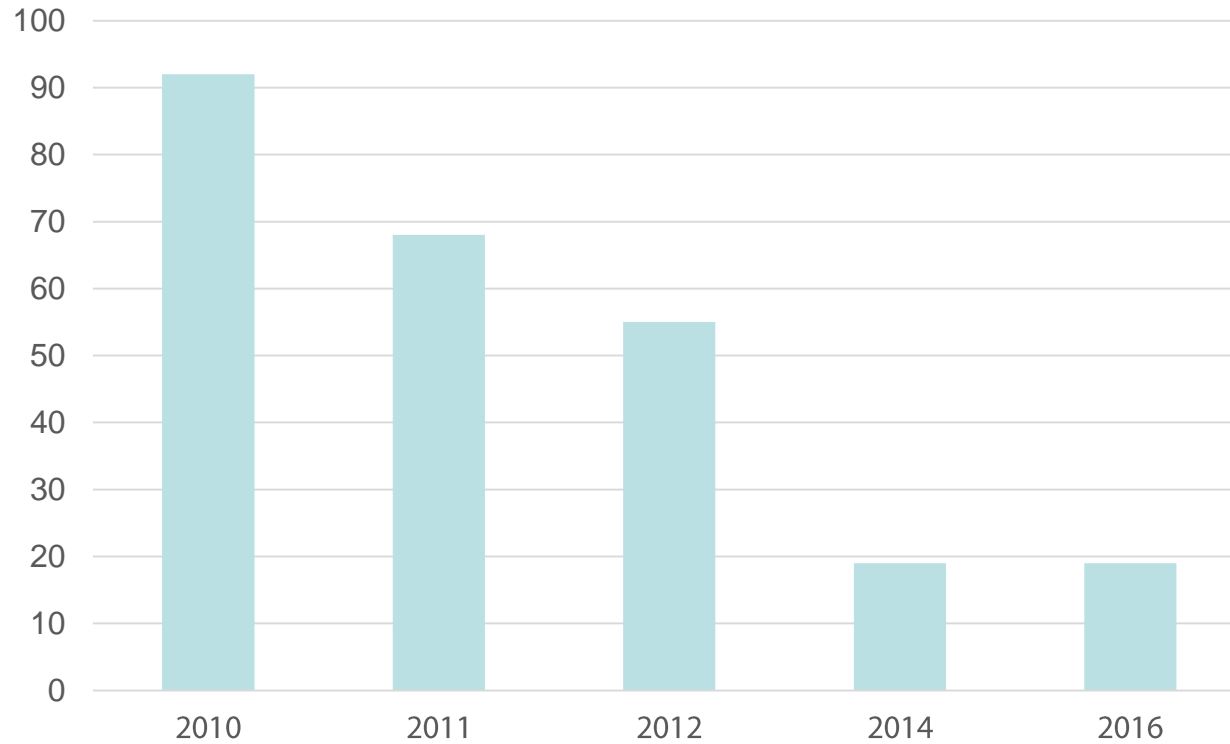
Salt provision by suppliers



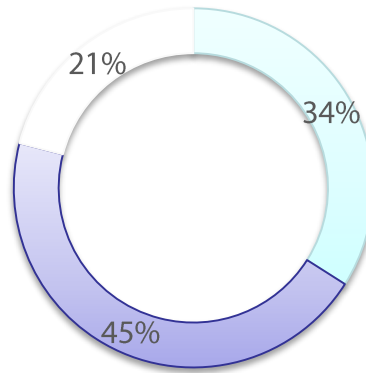
Impact of severe weather



Increase in legal claims



Salting footways



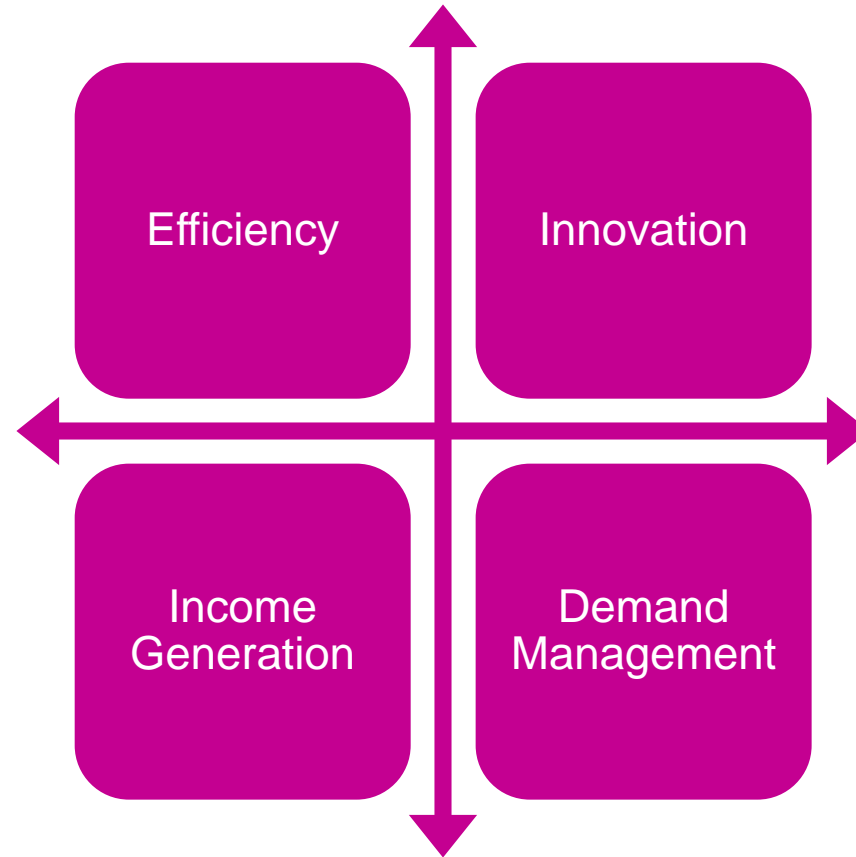
■ Yes precautionary ■ Yes after ice has formed ■ No

Facilities	Percentage
Town/city centre streets	77%
Shopping centres	70%
Council premises	33%
Police stations, medical centres and hospitals	27%

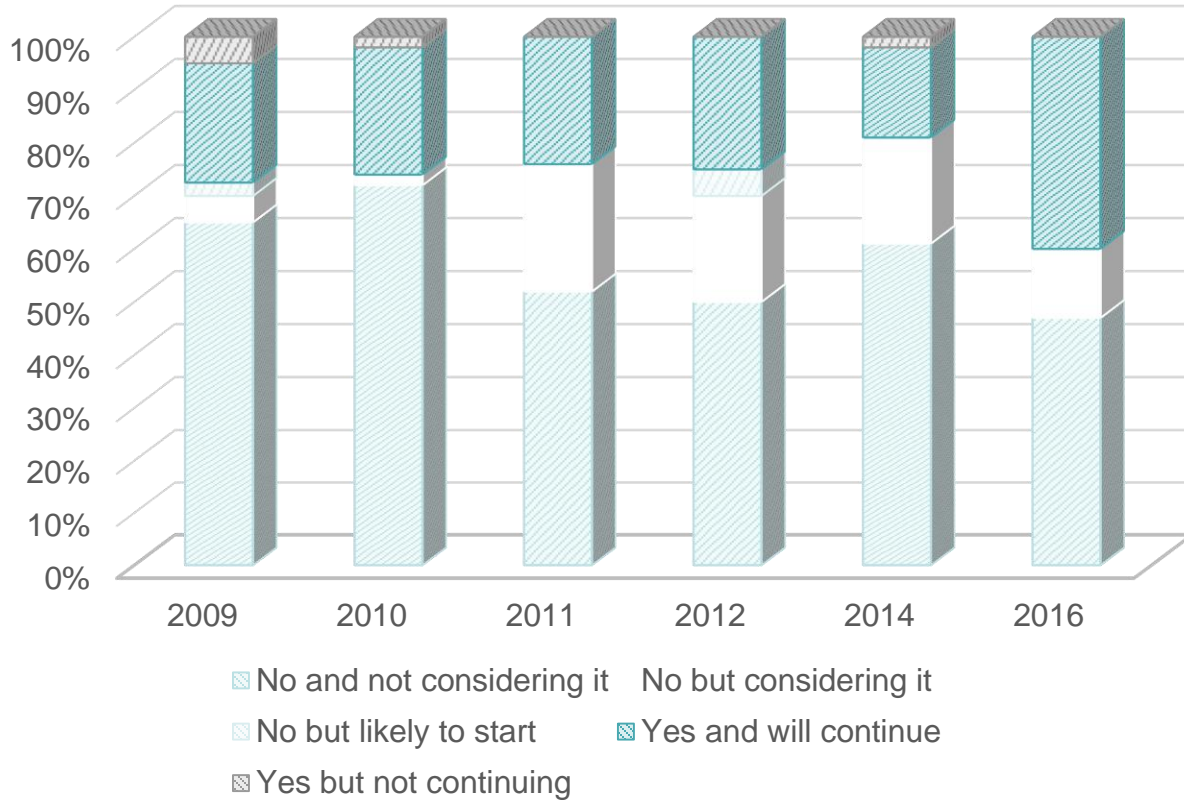
Change



The pillars of excellence



Income generation



Improving resilience




- Increased salt stock
- Increased forecasts
- Treatment decisions posted on website
- Contingency budget
- Regular service reviews
- Reviewed rates of spread
- Route optimisation and prioritisation
- Hired additional vehicles and improved fleet
- Assistance from other council services
- Worked with adjoining authorities on policy and resilience

Avoiding salt shortages



- Better planning and salt control (e.g. maintaining salt levels at 1.5 times the 6 yearly average)
- Adequate storage facilities to store increased reserve stocks (e.g. using dry storage so salt can be delivered in the summer)
- Having a salt resilience plan in place
- Improved collaboration and liaison with adjacent authorities
- Using less salt through better calibration of vehicles

Expectations next 12 months

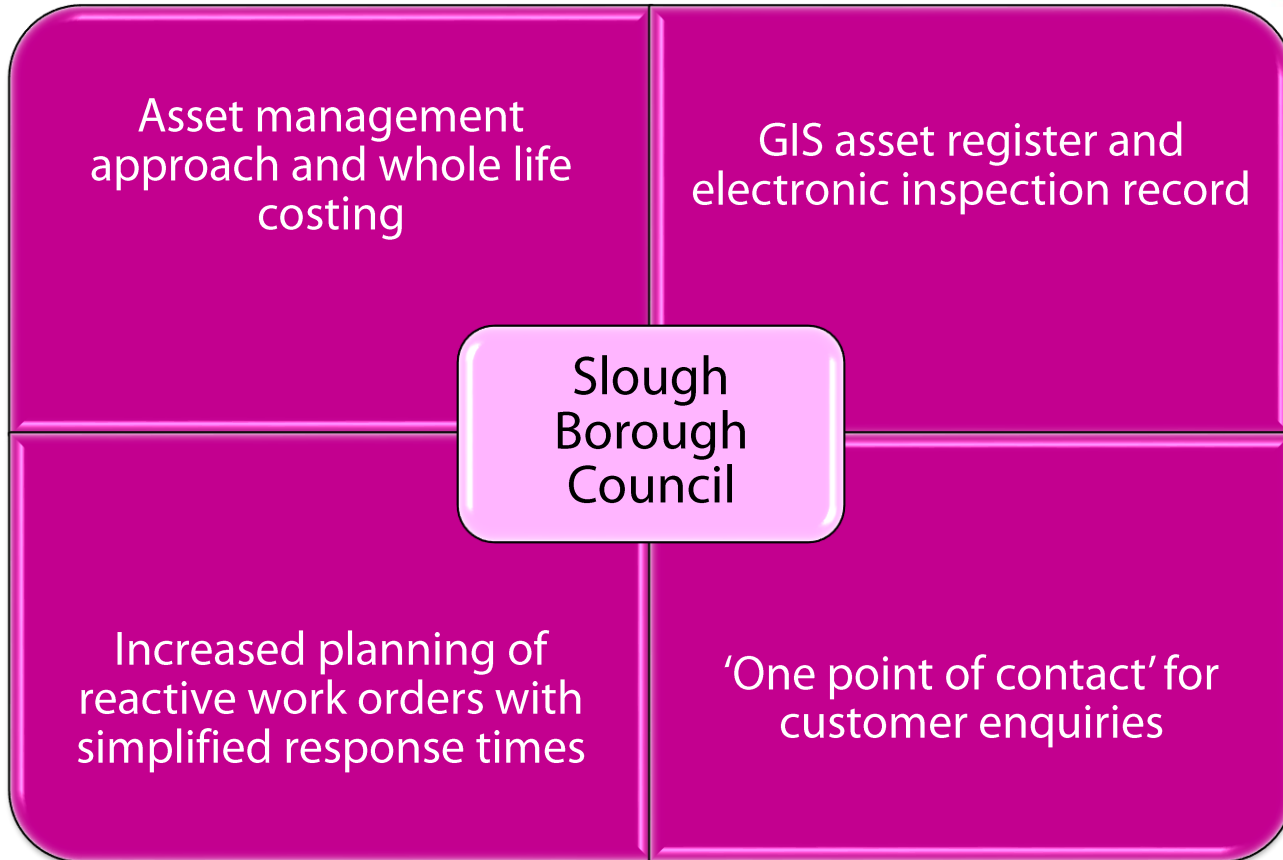
A large, light purple arrow pointing upwards, containing a list of expectations.

Footway treatments
Route optimisation
Commercial work
Alternative de-icers
Improved forecasting

A large, light purple arrow pointing downwards, containing a list of expectations.

Footway treatments
Coverage of primary
and secondary routes
Resilient networks
Grit bins
Private sales

Case studies



Case studies – Inverclyde Council



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Roads asset management plan for service level scenarios

£29 million funding 2016-18

Resurfacing on carriageways and footways
Bulk replacement with LED lanterns
New and improved structures and drainage systems
Steady fall of 3% annually in Road Condition Indicator
50% fall in number of pothole claims

Results

Key conclusions



- Increased coverage of footway salting
- Can plan for typical costs– need data and trends to plan and monitor
- Learn from past – 2010 budgets, supplies and impacts
- Income generation increasing
- Improving resilience/planning
- Efficiencies e.g. route optimisation
- Innovation e.g. technological advances
- Asset management approaches and using intelligence to inform budgets and service level scenarios



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