

## **Cowal Transport Forum Briefing Note Monday 17<sup>th</sup> June 2019**

### **Question from Councillor Alan Reid:**

Lochgoil Community Council have told me that on Sunday 10 March mid-morning the bus turning circle at the Rest & Be Thankful was covered in untouched snow. I had understood that this turning circle was on the Council's gritting schedule so that the bus could use it. The bus service resumes on 1 March each year. Could this please be investigated?

### **Response from Argyll and Bute Council Roads Department:**

Our winter maintenance management program, Vaisala, has been interrogated and we can confirm that the following treatments were delivered to the B828 Gleann Mor road which includes the bus turning circle at the Rest & Be Thankful and is listed as the 'C5 (North) - B839 - LOCHGOILHEAD - B828 (Cowal)' pre-treatment gritting route.

Saturday 9th March 2019 – Start = 19:37hrs, End = 20:05hrs. Treatment = 20g/m<sup>2</sup>. Road salt used = 2T. No treatable hazards on C5N. C1 A815 Vehicle to return to depot, patrol on route.

Sunday 10th March 2019 – Start = 06:00hrs, End = 09:30hrs. Treatment = 20g/m<sup>2</sup>. Road salt used = 7T. Winter hazards clear, will re-treat glens prior to returning to depot.

Sunday 10th March 2019 – Start = 15:58hrs, End = 16:25hrs. Treatment = 20g/m<sup>2</sup>. Road salt used = 2T.

The vehicle which treats the C5 North is the same vehicle which treats the Priority 1 route (C1 - A815 from Dunoon) and in normal conditions begins the C5 North route around 1 hour after commencing the C1 route. The C5 North route, in a normal pre-gritting operation uses around 2 tonnes of road salt but on the morning of the 10th March there were more winter conditions which meant the vehicle had to stay on the C5 North route until the hazards were clear which resulted in the use of 7 tonnes of road salt and taking 3½ hours to complete the run instead of the usual 30 minutes.

Attached are the action plan emails showing the action plans for both Saturday the 9th and Sunday 10th March along with a screen shot from the road sensor at the A83 Rest & Be Thankful showing the road surface temperature, the red line, on the A83 which would have been comparable to the bus turning circle. The jagged nature of the line from mid-day to 15:00hrs indicates showery conditions which would 'whiten' up the road surface temporarily until the road salt took effect. The solid line is the actual temperature and the dashed line is the forecast temperature. The bar below the graph shows the surface condition and the 'wtrtd' stands for 'wet and chemical. Liquid water containing de-icing chemical on the road surface, no ice'. Road salt also requires the action of traffic to assist in clearing any snow/ice from the carriageway due to the action of the vehicle movement on the carriageway and this would be limited on the bus turning circle which as a result would take longer to clear. If there were a snow shower after treatment then it may look as though the surface

had not been treated especially if road surface temperatures are around 0C as they were on the morning of 10th March.