



Report

Report to:	Financial Resources Scrutiny Forum
Date of Meeting:	13 October 2011
Report by:	Executive Director (Finance and Corporate Resources)

Subject:	Winter Maintenance - Use of Liquid De-Icer
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Provide information regarding winter maintenance and the Council's proposals for the treatment of the road network using liquid de-icer during the forthcoming season.
- ◆ Provide a comparison between the cost of liquid de-icer as opposed to rock salt used for the treatment of roads.

2. Recommendation(s)

2.1. The Financial Resources Scrutiny Forum is asked to note the following recommendation(s):-

- (1) that the contents of the report be noted.

3. Background

3.1. At the Financial Resources Scrutiny Forum which took place on the 15 September 2011, various questions were raised regarding winter maintenance and the Council's proposals for the treatment of the road network using liquid de-icer during the forthcoming season.

4. Liquid De-Icer

- 4.1. Enterprise Resources have proposed the pilot of a new liquid de-icer product which would not be used as part of normal gritting operations. The material is more expensive than rock salt and will only be used where a layer of ice has formed following a snow event and the temperature is colder than the operational range of rock salt. The operational range of the material is 0 to minus 18 degrees celsius and is sprayed onto the road network to remove any layer of ice that has developed.
- 4.2. The price per kilometre of road treated using rock salt is £13.46 which includes the cost of application (being costs associated with applying the salt to the road). This is in comparison to the price of liquid de-icer (excluding application costs) of £83.68 per kilometre. The costs of application using liquid de-icer have yet to be quantified as there is no data in place as yet. Any change to use this material would also require significant capital investment in order to replace the existing machinery, storage and vehicles.

5. Additional Information

- 5.1. In addition, Enterprise Resources are currently undertaking a trial with a product called Safecote which is mixed with rock salt. This material is a form of molasses which helps rock salt stick to the road surface. In theory, this should prolong the time the rock salt is on the road network. This form of treatment is to be evaluated during the forthcoming season.

6. Employee Implications

- 6.1. None

7. Financial Implications

- 7.1. Financial Implications are detailed in Paragraph 4 of the report.

8. Other Implications

- 8.1. The risks is that the Council is not fully prepared for severe winter weather. The risks has been mitigated by the development of a Winter Maintenance Strategy. There are significant issues in terms of sustainability in relation to the proposals contained in this report.

Paul Manning
Executive Director (Finance and Corporate Resources)

5 October 2011

Link(s) to Council Values/Improvement Themes/Objectives

- ◆ *Value:* Accountable, Effective and Efficient

Previous References

- ◆ None

List of Background Papers

- ◆ None

If you would like to inspect the background papers or want further information, please contact:-

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