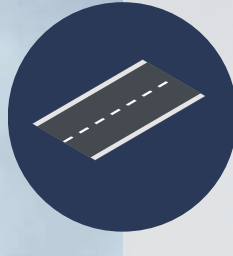
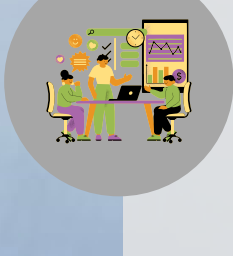


BEAR Scotland - Winter Fact Facts



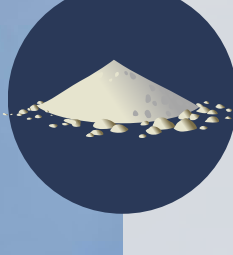
BEAR Scotland is responsible for managing and maintaining over **1,927km** of trunk roads in Scotland.

BEAR has over **190** operatives trained to deal with winter across the North West and South East.



Our control rooms operate **24/7** and continuously monitor conditions across the trunk road network.

Winter service is provided out of **21** BEAR Scotland depots across our two units.



Over **60,000 tonnes** of salt is stored across the two units at the start of winter. Deliveries throughout the winter top this up as required.

BEAR Scotland has **105** vehicles involved in carrying out precautionary winter treatments, patrols and snow clearance across our two units, plus **22** footway tractors.

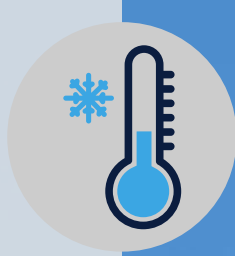


Winter Patrols

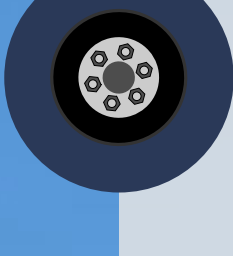


BEAR has **31** overnight winter patrols that cover the North West and South East of Scotland.

Winter patrol vehicles carry out **reactive salt treatments** and also record **real-time road surface temperature and grip data** through on-board sensors which are fed to our control rooms.



Winter Fleet

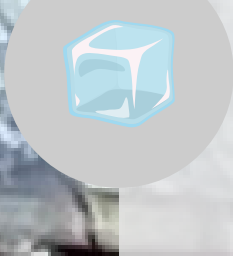


Across the two units, BEAR has **50** large, **32-tonne** eight-wheeler dedicated spreaders – some of the largest in the UK.

BEAR has **eight** snow blowers between the two units, which are fitted to our tractors and are capable of moving more than **600 tonnes** of snow per hour.



Precautionary Treatments



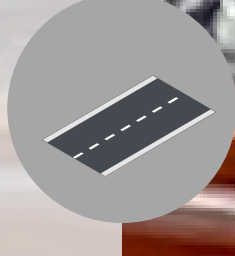
The main focus of carrying out precautionary treatments is to prevent ice forming. Every day BEAR Scotland receives detailed weather forecasts which predict which roads are expected to experience below freezing conditions and at what time.

To help stop ice forming, winter spreaders then treat the roads before the temperature drops. This is usually done in late afternoon (before peak traffic) and repeated again overnight to make sure the roads have been treated before the morning peak.



The spreaders used for precautionary treatments and patrols are equipped for pre-wetted salting.

Pre-wetted salting uses dry salt mixed with salt water (brine) immediately prior to spreading to help it stick to the road surface and start the melting process.

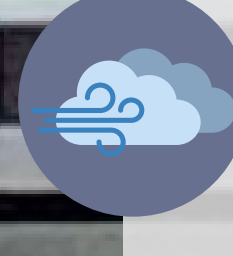


During Winter **2022-2023**, BEAR Scotland carried out over **7,106** treatments on trunk roads in the North West and South East of Scotland and used over **43,000 tonnes** of de-icing materials.

To avoid corrosion, the major bridges within the South East (Queensferry, Forth Road Bridge, Clackmannanshire and Kincardine) are treated with potassium acetate de-icer by a dedicated tanker sprayer.

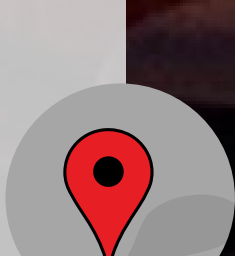


Technology and Weather Forecasts



Detailed road weather forecasts are provided by Metdesk each day. The trunk roads are monitored by **91** roadside weather stations across the two units to help provide real-time, accurate information on conditions.

The Traffic Scotland gritter tracker details where spreaders have been in the past 24 hours. This is can be viewed here: <http://trafficscotland.org/wintergritterinfo/>



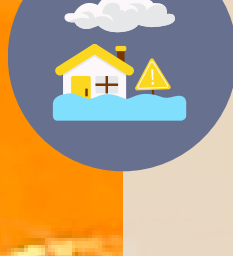
Flooding and High Winds



BEAR Scotland is equipped to deal with other adverse weather conditions over winter, including the impact of **high winds** and **heavy rain**.

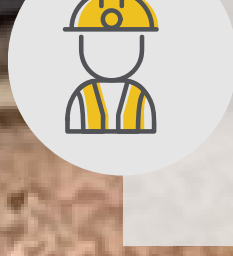
Across the North West and South East units:

BEAR has rapid response pumps to deal with flooding, capable of moving up to **130,000 litres/ hour**.



There are **4,000** sandbags across the units to prevent flooding from causing further damage to buildings, homes, etc.

There are **20** specialists in the landscaping team across both units trained to move larger trees from trunk roads using chainsaws. There are also over **20** other operatives who are trained to remove smaller trees and debris.



When a weather event is declared, additional teams patrol routes, monitoring the conditions.