

# Public Document Pack



To: Councillor Wheeler, Convener; Councillors Bell and Graham, Vice Conveners; and Councillors Cormie, Delaney, Lesley Dunbar, Jackie Dunbar, Henrickson, Lumsden, Macdonald, McRae, Audrey Nicoll and Stewart.

Town House,  
ABERDEEN 02 September 2020

## OPERATIONAL DELIVERY COMMITTEE

The Members of the **OPERATIONAL DELIVERY COMMITTEE** are requested to meet in **the Council Chamber - Town House on THURSDAY, 10 SEPTEMBER 2020 at 2.00 pm.**

**Members of the public are not permitted into the Town House at this time but the meeting will be webcast and you can watch it at this [link](#).**

FRASER BELL  
CHIEF OFFICER - GOVERNANCE

### **BUSINESS**

#### **DETERMINATION OF URGENT BUSINESS**

- 1 There are no items of urgent business at this time.

#### **DETERMINATION OF EXEMPT BUSINESS**

- 2 There are no items of exempt business

#### **DECLARATIONS OF INTEREST**

- 3 Members are requested to intimate any declarations of interest

## **REQUESTS FOR DEPUTATION**

- 4 There are no requests for deputation at this time

## **MINUTE OF PREVIOUS MEETING**

- 5 Minute of the Previous Meeting of 5 March 2020 (Pages 3 - 8)

## **COMMITTEE PLANNER**

- 6 Committee Business Planner (Pages 9 - 12)

## **NOTICES OF MOTION**

- 7 There are no reports under this heading

## **REFERRALS FROM COUNCIL, COMMITTEES AND SUB COMMITTEES**

- 8 There are no reports under this heading

## **FINANCE, PERFORMANCE, RISK AND SERVICE WIDE ISSUES**

- 9.1 Performance Report - CUS/20/075 (Pages 13 - 52)

## **GENERAL BUSINESS**

- 10.1 Road Winter Service Plan - OPE/20/114 (Pages 53 - 176)

- 10.2 Rent Support Scheme for Care Experienced Young People - OPE/20/115  
(Pages 177 - 182)

EHRIAs related to reports on this agenda can be viewed [here](#)  
Service Updates for this Committee can be viewed [here](#)

Website Address: [www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

Should you require any further information about this agenda, please contact Lynsey McBain on 01224 522123 or email [lymcbain@aberdeencity.gov.uk](mailto:lymcbain@aberdeencity.gov.uk)

## OPERATIONAL DELIVERY COMMITTEE

ABERDEEN, 5 March 2020. Minute of Meeting of the OPERATIONAL DELIVERY COMMITTEE. Present:- Councillor Wheeler, Convener; Councillors Bell and Graham, Vice-Conveners; and Councillors Cormie, Delaney, Lesley Dunbar, Jackie Dunbar, Henrickson, Lumsden, Macdonald, McRae (as substitute for Councillor Townson), Audrey Nicoll and Councillor Jennifer Stewart, the Depute Provost.

The agenda and reports associated with this minute can be found [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

### MINUTE OF THE PREVIOUS MEETING OF 9 JANUARY 2020

1. The Committee had before it the minute of the previous meeting of 9 January 2020, for approval.

#### The Committee resolved:-

to approve the minute as a correct record.

### COMMITTEE BUSINESS PLANNER

2. The Committee had before it the committee business planner as prepared by the Chief Officer – Governance.

#### The Committee resolved:-

- (i) to agree to remove items 4 (Performance Report), 5 (Signalisation of the A944/AWPR Roundabout), 6 (School Road/Park Road Corridor response to petition), 7 (Council Housing Rent Management and Universal Credit Review), 8 (Autism Strategy and Action Plan) and 9 (Windmill Brae) subject to the decisions taken later on the agenda; and
- (ii) to otherwise note the information on the business planner.

### PERFORMANCE REPORT - COM/20/041

3. The Committee had before it a report by the Chief Operating Officer and the Director of Customer Services, which presented Committee with the status of key performance measures relating to the Operations function.

## OPERATIONAL DELIVERY COMMITTEE

5 March 2020

Members discussed the performance report in detail and offered various observations. It was noted that in regards to the transition to LED street lighting, it was anticipated that this would be 60% complete for the whole of the city by the end of March and had helped to reduce with maintenance of street lighting and also energy costs.

In regard to VOIDS, the Director of Customer Services provided assurance that they were working hard to improve the stock levels of housing and hoped to see improvements very soon.

**The report recommended:-**

that the Committee provide comments and observations on the performance information contained in the report appendix.

**The Committee resolved:-**

to note the information contained within the performance report.

### **SIGNALISATION OF THE A944/AWPR ROUNDABOUT - OPE/20/062**

4. The Committee had before it a report by the Chief Officer – Operations and Protective Services, which informed members of the high collision rate currently experienced at the new A944/AWPR junction at South Kingswells and presented members with the proposal of signalisation of the junction which would reduce collisions.

**The report recommended:-**

that the Committee –

- (a) note that the introduction of full signalisation of the A944/Kingswells Junction would assist greatly in reducing Road Traffic Collisions but would affect journey times for commuters travelling to and from Aberdeen, especially during peak periods; and
- (b) instruct the Chief Officer – Operations and Protective Services to deliver the full implementation of the traffic signal installation.

**The Committee resolved:-**

- (i) to thank officers for all of their efforts with the work undertaken; and
- (ii) to approve the recommendations contained in the report.

### **SCHOOL ROAD/PARK ROAD CORRIDOR - RESPONSE TO PETITION - OPE/20/050**

5. The Committee had before it a report by the Chief Officer – Operations and Protective Services, which provided details on the options that had been appraised in response to a petition regarding the issue of high volumes of Heavy Goods Vehicles (HGV's) and vehicle speeds on the School Road/ Park Road corridor.

## OPERATIONAL DELIVERY COMMITTEE

5 March 2020

**The report recommended:-**

that the Committee –

- (a) note the options that have been considered in response to the petitioner's concerns and agree the progression of option 2 – to install a width restriction on a section of Golf Road as an appropriate measure to reduce HGV traffic on the corridor;
- (b) instruct the Chief Officer – Operations and Protective Services to proceed with the statutory process for progression of a Traffic Regulation Order, as per Delegated Powers; and
- (c) instruct the Chief Officer – Operations and Protective Services to review the relevant sections of the road network post implementation to determine if there are any implications from the introduction of the measure and ensure that future aspirations for the relevant corridor are pursued through the Roads Hierarchy study.

**The Committee resolved:-**

to approve the recommendations contained in the report.

### **AUTISM STRATEGY AND ACTION PLAN - HSCP 19.104**

6. The Committee had before it a report by the Chief Officer – Integrated Children's and Family Services, which provided an update on the implementation of the Aberdeen City Autism Strategy and Action Plan 2019-22.

**The report recommended:-**

that the Committee notes the progress report.

**The Committee resolved:-**

- (i) to approve the recommendation; and
- (ii) to request that information be circulated to members on the governance review, as per page 126 in the report.

### **PROPOSED OVERNIGHT PROHIBITION OF MOTOR VEHICLES ON JUSTICE MILL LANE/ LANGSTANE PLACE/ WINDMILL BRAE - OPE/20/051**

7. The Committee had before it a report by the Chief Officer – Operations and Protective Services, which considered objections that had been lodged with respect to the proposed Traffic Regulation Order titled "The Aberdeen City Council (Justice Mill Lane, Langstane Place, Windmill Brae Area, Aberdeen) (Traffic Management) Order 202(X).

**The report recommended:-**

that the Committee –

## OPERATIONAL DELIVERY COMMITTEE

5 March 2020

- (a) note the objections received as a result of the statutory consultation in relation to “the Aberdeen City Council (Justice Mill Lane, Langstane Place, Windmill Brae Area, Aberdeen) (Traffic Management) Order 202(X);
- (b) instructs the Chief Officer - Operations and Protective Services to implement the proposals as part of an Experimental Traffic Regulation Order (ETRO), for a duration of 18 months; and
- (c) instructs the Chief Officer – Operations and Protective Services to continue dialogue with Police Scotland and the Bon Accord Residents Association with a view to establishing baseline data following which the ETRO can be reviewed on completion of an initial 12 month period.

### **The Committee resolved:-**

- (i) to note Aberdeen had retained Purple Flag status for a record seven years in a row;
- (ii) to note that Aberdeen was one of three finalists for the prestigious National Purple Flag award within the night time economy category with the winner being decided at the UK and Ireland’s Association of Town & City Management annual gathering in June 2020;
- (iii) to note the decision of the City Growth and Resources Committee on 5<sup>th</sup> December 2019 regarding the Aberdeen Sustainable Urban Mobility Plan (SUMP);
- (iv) to note the SUMP had not been developed in isolation but in the context of a number of other projects concerning transport in the city centre including ongoing City Centre Masterplan delivery;
- (v) to note the SUMP sought to support the Administration’s transition to a low carbon and low emission future as outlined at the budget meeting 3<sup>rd</sup> March 2020;
- (vi) to agree a strategic approach must be adopted by the Council to support city centre living by promoting development of a safe and sustainable city centre which people could access and move around with ease; and
- (vii) to agree to wait for the prioritised delivery programme of transport interventions from the Chief Officer - Strategic Place Planning and Chief Officer - Capital before determining its position on the proposed overnight prohibition of motor vehicles on Justice Mill Lane/Langstane Place/Windmill Brae etc as outlined in the report.

### **RENT MANAGEMENT AND UNIVERSAL CREDIT - OPE/20/010**

8. The Committee had before it a report by the Chief Officer – Early Intervention and Community Empowerment, which provided information on rent management and Universal Credit, one year after the implementation of Universal Credit full service.

### **The report recommended:-**

that the Committee note current rent management performance and support the Council’s focus on tenancy sustainment.

**OPERATIONAL DELIVERY COMMITTEE**

5 March 2020

**The Committee resolved:-**

- (i) to approve the recommendation;
  - (ii) to request that updated figures on Free School meals be circulated to members as soon as possible; and
  - (iii) to agree that the Convener would write to both the UK and Scottish Government, outlining any impact Universal Credit has had on tenants, and to send a copy of the letter to all members of the Committee for information.
- **Councillor John Wheeler, Convener**

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	A	B	C	D	E	F	G	H	I
1	<b>OPERATIONAL DELIVERY COMMITTEE BUSINESS PLANNER</b>								
	The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	<b>Report Title</b>	<b>Minute Reference/Committee Decision or Purpose of Report</b>	<b>Update</b>		<b>Chief Officer</b>	<b>Directorate</b>	<b>Terms of Reference</b>	<b>Delayed or Recommended for removal or transfer</b>	<b>Explanation if delayed, removed or transferred</b>
3			<b>10 September 2020</b>						
4	Supported Rent Scheme	It was agreed at the budget meeting on 2 March 2020, that a report be brought to introduce a supported rent scheme for care experienced young people who were attending further education and to report with details of the scheme.	Report going to committee		Graeme Simpson/ J Belford	Integrated Children's and Family Services	Operations	1.1.2	
5	Developer Request to Remove Dubford Bus Gate	To inform the Committee of the developer's request to remove the bus gate at Dubford Road and subsequent survey results. The report responds to the points raised within the request and recommends a course of action.			Ross Stevenson	Operations and Protective Services	Operations	5	R  Delete - This will now be progressed as a small scale scheme for allowing taxi and private hire vehicles to use the bus gate.
6	Road Winter Service Plan 2020-2021	To present members with the proposed Road Winter Service Plan and explains any changes from previous years.	Report going to committee		Angus MacIver	Operations and Protective Services	Operations	1.1.1, 1.1.3, 1.1.5	
7	Performance Report	The purpose of this report is to present Committee with the status of key performance measures relating to the Operations Directorate (non-Education).	Report going to committee		Louise Fox	Business Intelligence and Performance Management	Customer	1.1.3	
8	<b>19 November 2020</b>								
9	Performance Report	The purpose of this report is to present Committee with the status of key performance measures relating to the Operations Directorate (non-Education).			Louise Fox	Business Intelligence and Performance Management	Customer	1.1.3	
10	Tree and Woodland Strategic Implementation Plan	It was agreed at the budget meeting on 2 March 2020 that a report would be brought on this which would be incorporated into the Open Space Strategy to increase tree coverage within the city.			Mark Reilly	Operations and Protective Services	Operations	TBC	
11	Committee Annual Effectiveness Report	To present the annual effectiveness report for the Committee			Fraser Bell	Governance	Governance	GD7.5	D  Delayed due to COVID 19 and the impact on officers workloads.

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update		Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer	Explanation if delayed, removed or transferred
2									
12	Traffic Management Measures for TECA site	To advise the committee as to the functionality and success of the measures installed within and around the TECA site, this being based on a review from the events held to date.		Jack Penman/Ross Stevenson	Operations and Protective Services	Operations	1.1.1	<b>D</b>	Delayed due to COVID 19 response – the resident's consultation has not been undertaken and data collection was curtailed by the lockdown in response to the pandemic
13	Housing Allocation Policy	At the budget meeting on 2 March 2020, it was agreed that a report be brought back after reviewing the Council Housing Allocation Policy.		Derek McGowan	Early Intervention and Community Empowerment	Customer	TBC		
14	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)			Operations and Protective Services - Mark Reily	Operations	1.1.1		
15	<b>13 January 2021</b>								
16	Scottish Road Commissioner	Report went to Committee in January 2020 and an annual update was to be provided.			Operations and Protective Services	Operations	1.1.1, 1.1.3, 1.1.5		
17	<b>11 March 2021</b>								
18	<b>27 May 2021</b>								
19	<b>16 September 2021</b>								
20	Road Winter Maintenance	To present members with the proposed Road Winter Service Plan and explains any changes from previous years.		Angus MacIver	Operations and Protective Services	Operations			
21	<b>18 November 2021</b>								
22	<b>Date to be confirmed</b>								



	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update		Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer	Explanation if delayed, removed or transferred
2									
25	Use of Plastic Based Materials in Roads Construction	ODC 17/01/19 -To instruct the Chief Operating Officer to bring back a report to this committee when there is sufficient evidence on the benefits of conducting a trial of this product in Aberdeen.	<p>When the original report on "plastic" roads was delivered to ODC (17th Jan 2019), it was agreed that officers would update cttee if, as, or when there was any significant progress made with regards to the material. There has been no significant progress with respect to officers being in a better informed position to recommend (or not) the use of the material. The material still lacks government body approval and there has been no significant new data published surrounding the material or trials of it.</p> <p>Since the committee date there has, however, been progress with regard to an Aberdeen trial - The material has been laid within the Aberdeen City boundary, covering one of the car parks at TECA. Officers will monitor how this performs. It should be stressed that it could take considerable time before any meaningful conclusions can be drawn from this trial. Officers will continue to monitor the outcomes of all relevant trials of the material.</p> <p>At present there is no significant new evidence to suggest that a trial on an adopted Aberdeen road is something that officers would recommend. Previously expressed concerns over the use of the material (as per the committee report) remain unchanged.</p>	Paul Davies	Operations and Protective Services	Operations	3 and 5		
26	Motion by Councillors Boulton and Delaney - Suitable Bus Laybys on the Hazlehead to Westhill Road	<p>CH&amp;I Committee 27/06/15 resolved (i) to agree that any future development within this area should be conditioned to incorporate public transport facilities where feasible; (ii) to agree that due to the ongoing works at the Five Mile Garage in connection with the AWPR, along with the proposed expansion to the Prime Four development, no work should be carried out on introducing bus stops/laybys or pedestrian crossings on the A944 until such a time as the proposed expansion to the Prime Four development is agreed and after the AWPR becomes operational;</p> <p>(iii) to instruct officers to continue discussions with</p>	Due to continued lack of new development in the area of the Prime 4 site there have been no developer's contributions to take this proposal forward at this time.	Vycki Ritson	Operations and Protective Services	Operations	Purpose 1		<b>No date specified for reporting back as this will depend on any new development in the area of the Prime Four site.</b>

<b>COMMITTEE</b>	Operational Delivery Committee
<b>DATE</b>	September 10th 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Operational Delivery Performance Report
<b>REPORT NUMBER</b>	CUS/20/075
<b>DIRECTOR</b>	Andy MacDonald
<b>CHIEF OFFICER</b>	Martin Murchie
<b>REPORT AUTHOR</b>	Louise Fox
<b>TERMS OF REFERENCE</b>	1.1.3

**1. PURPOSE OF REPORT**

1.1 To present Committee with the status of key performance measures relating to the Operations function (non-Education).

**2. RECOMMENDATION(S)**

2.1 That the Committee provide comments and observations on the performance information contained in the report Appendix.

**3. BACKGROUND**

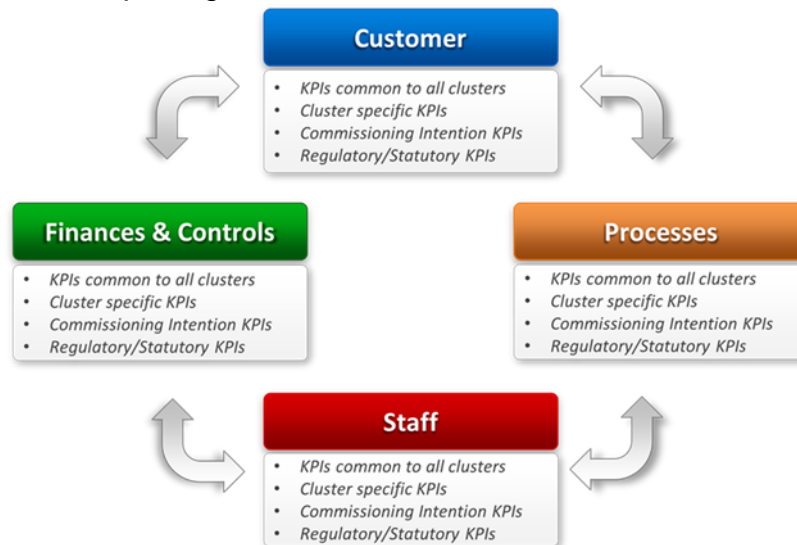
3.1 This report is to provide members with key performance measures in relation the Operations (non-Education) function as expressed within the 2020/21 Council Delivery Plan

3.2 Introduced in 2019/20 Performance Framework Reporting, initially against in-house delivery directly contributing to the City’s Local Outcome Agreement Plan to the Operational Delivery and City Growth and Resources Committees, has informed the 2020/21 Council Delivery Plan (the Plan) that was agreed by Council on the 3rd March 2020.

3.3 The ‘Performance Management’ section of the Plan explains how the commitments and deliverables will be supported and scrutinised through the Council’s Performance Management Framework, which establishes robust performance management of service delivery. This section outlines the

systematic approach that will be taken during 2020/21 to identify, plan and deliver improvement.

- 3.4 The Plan reflects on the revised governance arrangements for Committee reporting, agreed on 2nd March 2020, and the roll-out of Performance Management Framework reporting against those Enabling Services which contribute outcomes and services that do not directly deliver against the LOIP, alongside the introduction of Service Standards against each Function that builds on the original Framework.
- 3.5 The Framework provides for an amended approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives as shown below which provides for uniformity of performance reporting across to Committee.







- 3.6 This report, as far as possible, reports performance up to the end of June 2020 or Quarter 1 2020/21, as appropriate.
- 3.7 Appendix A provides an overview of current performance across the Operations (non-Education) function, with reference to recent trends and performance against target.
- 3.8 With recognition of the impact on service delivery, and priority re-allocations of resource arising from the Council's COVID-19 response, it has not been possible, or appropriate, in every case to fully develop data or reflection for the full suite of agreed Service Standards or KPI's for this initial 2020/21 period or to conduct usual drill-down analysis of exceptions. Analysis of published performance against national measures to 2018/19 has been included where appropriate.
- 3.9 Data and Insights, and service data stewards, having significantly supported the above response at CMT/IMT levels, are in the process of transitioning to the Governance and Surveillance phase referred to in the report to July Urgent Business Committee.

- 3.10 This will see the resumption of ongoing collaborative work to capture data for these measures and include, where appropriate, further analysis of those performance measures which have been identified as exceptional from the suite of data releases throughout the fiscal year.
- 3.11 Within the summary dashboard the following symbols are also used:

### Performance Measures

#### Traffic Light Icon

-  On target or within 5% of target
-  Within 5% and 20% of target and being monitored
-  Below 20% of target and being actively pursued
-  Data only – target not appropriate

## 4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising out of this report.

## 5. LEGAL IMPLICATIONS

There are no direct legal implications arising out of this report.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	None		
<b>Compliance</b>	No significant related legal risks.	L	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.
<b>Operational</b>	No significant related employee risks.	L	Oversight by Elected Members of core employee health and safety data supports the Council's obligations as an employer
<b>Financial</b>	No significant related financial risks.	L	N/A
<b>Reputational</b>	Lack of sufficient access to information for citizens	L	Placing of information in the public domain contributed to by this report. Reporting of

			service performance serves to enhance the Council's reputation for transparency and accountability.
<b>Environment / Climate</b>	No significant related environmental risks.	L	N/A

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
<b>Impact of Report</b>	
<b>Aberdeen City Council Policy Statement</b>	None
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.
Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
<b>Regional and City Strategies</b>	None
<b>UK and Scottish Legislative and Policy Programmes</b>	None

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
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<b>Impact Assessment</b>	The recommendations arising from this report do not require that a full Equality and Human Rights Impact Assessment is completed
<b>Data Protection Impact Assessment</b>	Not required

## 9. BACKGROUND PAPERS

### [Local Outcome Improvement Plan](#)

Council Delivery Plan 20/21 – COM/20/052

## 10. APPENDICES

Appendix A – Performance Summary Dashboard

## 11. REPORT AUTHOR CONTACT DETAILS

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## Operational Delivery Committee Performance Report Appendix A

## Operations and Protective Services

## Building Services

## 1. Customer – Building Services

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
The year to date percentage of repairs appointments kept	100%		100%		100%		96.3%
Percentage of tenants who have had repairs or maintenance carried out in the last 12 months satisfied with the repairs and maintenance service (year to date).	No surveys conducted						80%

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Building Services	52		60		11		
% of complaints resolved within timescale stage 1 and 2) - Building Services	71.2%		53.3%		54.5%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Building Services	56%		36.7%		18.2%		
*Total No. of lessons learnt identified (stage 1 and 2) - Building Services	2		1		0		

\*Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence for example amending an existing procedure or revising training processes. When a complaint has been upheld, action would be taken in the form of an apology or staff discussion/advice, but these actions are not classified as lessons learnt.

**2. Processes – Building Services**

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
The year to date average length of time taken to complete emergency repairs (hrs)	4.23		3.56		3.77		4.1
The year to date average length of time taken to complete non-emergency repairs (days)	13.31		2.72		4.77		8.3
The year to date percentage of reactive repairs carried out in the last year completed right first time	95.56%		95.45%		95.95%		93.6
YTD How many times in the year did you not meet your statutory obligation to complete a gas safety check within 12 months of a gas appliance being fitted or last checked.	100		471		825		0
The percentage of Repairs Inspections completed within 20 working day target (year to date)	100%		100%		88.9%		100%
YTD % of ROUT Void Path Maintenance Completed Within Timescale	1.6%		1.8%		1.3%		100%
YTD % Death Voids Path Maintenance Completed within Timescale	0%		0%		0%		100%
YTD % Major Works Void Path Maintenance Completed withIn Timescales	0%		0%		0%		100%

**3. Staff – Building Services**

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Building Services)	2		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Building Services)	5		3		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
*Average number of working days lost due to sickness absence per FTE employee, monthly – Building Services	4.96		4.83		5.26		To be confirmed
Establishment actual FTE	410.21		412.72		411.33		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7.5%		15.2%		22.9%		100%

\*These figures represent a new data baseline derived from CORE HR system development which does not take into account the influence of seasonal adjustment aligned to the previous 12 month rolling average as they are calculated on a month by month basis. As such, these data are not directly relatable to prior monthly figures and continue to be scrutinised for pattern inconsistencies.

For the comparable monthly periods, corporate level absence levels were April: 7.02 days, May:7.35 days and June: 8.03 days which, in the interim, are being used to generate the Status of these measures pending additional evaluation of appropriate 2020/21 improvement objectives within all services.

The above applies to all Sickness Absence data throughout this Appendix.



#### 4. Finance & Controls – Building Services




\*\* Work ongoing to develop individual service-based measures

Environmental Services

#### 1. Customer – Environmental Services










Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received (stage 1 and 2) - Environment	17		11		0		
% of complaints resolved within timescale (stage 1 and 2) - Environment	41.2%		90.9%		No complaints Q1		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	47%		72.7%				
Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0				

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Number of Partners / Community Groups with links to national campaigns - Green Thread	183		158		No activity Q1		

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*% of adults satisfied with street cleaning (three year rolling figure)	68.7%		68%		65.3%		66.3%

\*Target and status based on Scottish national average

## 2. Processes - Environmental Services

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
*Street Cleansing - LEAMS (Local Authority Environmental Audit Management System) <b>(Conducted 3 times annually)</b>	No activity April - June						80%
Grounds - LAMS (Land Audit Management System)	No activity April - June						87%
Number of Complaints upheld by Inspector of Crematoria	0		0		0		0
% Outdoor play areas visited, inspected and maintained to national standards on a fortnightly basis	100%		100%		100%		100%
% Water safety equipment inspected within timescale	100%		100%		100%		100%

### 3. Staff - Environmental Services

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	2		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	1		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Environment	8.28		9.83		9.79		To be confirmed
Establishment actual FTE	324.36		322.62		320.45		
Staff Costs - % Spend to Date (FYB)	7.9%		16%		24.2%		100%

### 4. Finance & Controls - Environmental Services

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Cost of Parks and open spaces per 1,000 of population	£17,856.00		£12,465.00		£11,764.00		£20,139
*Net Cost of street cleaning per 1,000 of population	£9,211.00		£9,257.00		£9,571.00		£14,880

\*Target and status based on Scottish national average

## Facilities Management

## 1. Customer – Facilities Management

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received (stage 1 and 2) - Facilities	4		6		0		
% of complaints resolved within timescale (stage 1 and 2) - Facilities	100%		83.3%		No complaints Q1		75%
% of complaints with at least one point upheld (stage 1 and 2) - Facilities	100%		66.7%				
Total No. of lessons learnt identified (stage 1 and 2) - Facilities	1		2				

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
*No. of meals provided per month	76,731		97,099		99,578		

\*The data for April - June consists mostly of meal equivalent numbers provided to our free school meal (FSM) entitled children and young people (not including universal Primary 1s to 3s) by way of supermarket vouchers. The service worked in conjunction with Education service colleagues who identified the number of pupils eligible for FSM through the prescribed benefits route, this number increasing as the COVID-19 crisis developed. Supermarket vouchers to the value of £2.50 per day were provided fortnightly to the parents/legal guardians of all those eligible, from Monday 6th April through Friday 14th August 2020. The supermarket vouchers were funded via 'Food Fund' grant funding provided by Scottish Government. It also includes the data for breakfast, lunch and afternoon tea provided to children attending Keyworker Childcare Centres, Vulnerable Learner Hubs and additional Support Needs settings.

## 2. Processes – Facilities Management

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
% Fly tipping alerts at housing multi-storey blocks responded to within 48 hours	100%		98.1%		88%		100%



Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		Target 2020/21
	Value	Status	Value	Status	Value	Status	
Number of school lunches served in the year - Primary (YTD)	972,561		1,305,874		No service Q1		1,047,651

**3. Staff – Facilities Management**

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Month - Quarter)	0		0		0		
Accidents - Non-Reportable - Employees (No in Month - Quarter)	3		2		0		

Page 25

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Facilities	15.09		15.18		16.52		To be confirmed
Establishment actual FTE	457.37		456.3		455.03		
Establishment actual FTE (Cleaning)	219.6		218.86		216.99		
Establishment actual FTE (Janitorial)	56.16		56.16		56.16		
*Staff Costs - % Spend to Date (FYB)	8.6%		17.1%		25.9%		100%

**4. Finance & Controls - Facilities Management**

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Inspection - Number of overdue corrective actions requests as at month end	0		0		0		0

## Fleet and Transport

## 1. Customer – Fleet and Transport

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received (stage 1 and 2) - Fleet	0		0		0		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints received in Q3/Q4/Q1						75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet							
Total No. of lessons learnt identified (stage 1 and 2) - Fleet							

## 2. Processes – Fleet and Transport

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
% HGV's achieving first time MOT pass	95.5%		95.5%		No tests		100%
% Light Vehicles achieving first time MOT pass	84.4%		79.6%		87.5%		100%
% of Council fleet - alternative powered vehicles	5%		7.6%		7.6%		100%
% of Council fleet lower emission vehicles (YTD)	99.6%		96.8%		96.8%		100%

## 3. Staff – Fleet and Transport

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		1		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Fleet	0.87		0.06		0.52		To be confirmed
Establishment actual FTE	34.6		34.6		34.6		
Staff Costs - % Spend to Date (FYB)	8.5%		16.5%		24.8%		100%

#### 4. Finance & Controls – Fleet Transport

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Fleet Management - First Use Check Exceptions (Environmental) – Year to date	17		22		4		7
Fleet Management - First Use Check Exceptions (Fleet) – Year to date	2		2		0		1
Fleet Management - First Use Check Exceptions (Roads) – Year to date	2		2		0		1
Fleet Management- First Use Check Exceptions (Waste) – Year to date	20		25		2		9
Unreported Vehicle, Plant and Equipment Accidents (Environmental) - Year to date	7		8		2		4
Unreported Vehicle, Plant and Equipment Accidents (Roads) - Year to date	1		1		0		1
Unreported Vehicle, Plant and Equipment Accidents (Waste) - Year to date	6		9		4		7

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	68.63%		72.68%		74.21%		80%
Fleet Services - % of large HGV vehicles under 7 years old	73.28%		70.63%		70.63%		80%

## Integrated Children's Services (excluding Education)

## 1. Customer – Integrated Children's Services (ex-Education)

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received (stage 1 and 2) - CSW	21		21		11		
% complaints resolved within timescale (stage 1 and 2) - CSW	66.7%		52.4%		18.2%		75%
% of complaints with at least one point upheld (stage 1 and 2) - CSW	14%		19%		36.4%		
Total No. of lessons learnt identified (stage 1 and 2) - CSW	1		1		0		

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
% Care provided in Council children's homes, fostering and adoption services achieve a care standard of good or better	100%		100%		100%		100%
LAC looked after in a residential placement in Aberdeen City (%)	3.8%		3.6%		3.7%		
LAC looked after in a residential placement out with Aberdeen City (%)	6.5%		6.4%		6.3%		
Looked After Children looked after at home (%)	19.7%		20.2%		21.4%		
Looked After Children looked after in Kinship (%)	18.6%		18.3%		18.0%		
Looked After Children looked after in Foster Care (%)	48.3%		48.8%		47.2%		

## 2. Processes - Integrated Children's Services (ex-Education)

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
% Initial child protection conferences held within 21 days	42%		57%		79%		100%
% Care experienced children and young people with 2 or more consecutive placements away from home in 12 months			21%		18%		30%
% Care experienced children and young people with a pathway plan by age 15	100%		100%		100%		100%

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*The proportion of children re-registering on the Children Protection Register within 18 months of being taken off the register per monitoring period (August-July)	4.88		2.67		6.17		7.22

\*Target and status based on Scottish national average

## 3. Staff - Integrated Children's Services (ex-Education)

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - CSW)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - CSW)	0		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – CSW	8.07		9.41		9.71		To be confirmed
Establishment actual FTE	355.13		354.39		353.21		
Staff Costs - % Spend to Date (FYB)	8.3%		16.6%		25.2%		100%

**4. Finance & Controls Integrated Children’s Services (ex-Education)**

\*\* Work ongoing to develop individual service-based measures

Protective Services

**1. Customer – Protective Services**

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received - Protective Services	3		3		0		
% of complaints resolved within timescale - Protective Services	66.7%		33.3%		No complaints Q1		75%
% of complaints with at least one point upheld (stage 1 and 2) - Protective Services	33%		0%				
Total No. of lessons learnt identified (stage 1 and 2) - Protective Services	0		0				

**2. Processes - Protective Services**







Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Non-Domestic Noise % responded to within 2 days	100%		94.7%		93.5%		100%










Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
High Priority Pest Control % responded to within 2 days	100%	✔	100%	✔	88%	⚠	100%
High Priority Public Health % responded to within 2 days	100%	✔	100%	✔	98%	✔	100%
Dog Fouling - % responded to within 2 days	100%	✔	100%	✔	89.7%	⚠	100%

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
% of registered tobacco retailers visited to give Business Advice on compliance with tobacco legislation - Year to Date	17.85%	✔	17.85%	⚠	No activity in Q1		5%
% of registered tobacco retailers subjected to Test Purchasing for retailer compliance with age restrictions - Year to Date	13.18%	✔	13.18%	✔			2.5%
% of registered Nicotine Vapour Products retailers visited to give Business Advice on compliance with legislation - Year to Date	34.59%	✔	42.29%	✔	No activity in Q1		5%
% of registered Nicotine Vapour Products retailers subjected to Test Purchasing for retailer compliance with age restrictions - Year to Date	12.3%	✔	12.3%	✔			2.5%
% of Samples reported within specified turnaround times (Aberdeen Scientific Services Laboratory)	84.7%	✔	74.5%	⚠			80%




\*As of 01/07/2019, the risk rating scheme for food premises has changed which will require the PIs for Food Safety Hygiene Inspections to be overhauled. Premises are now rated across 3 types of business based on the type of operations undertaken and 5 compliance categories, giving 15 separate ratings. The Service is currently identifying an appropriate manner to record, correlate and report this information working nationally with other authorities.







### 3. Staff - Protective Services

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No. In Quarter - Protective Services)	0		0		0		
Accidents - Non-Reportable - Employees (No. In Quarter - Protective Services)	0		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Protective Services	0.07		0		0.02		6
Establishment actual FTE	65.14		64.29		64.29		
Staff Costs - % Spend to Date (FYB)	8.1%		16.4%		25.1%		100%

### 4. Finance & Controls - Protective Services

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
% of External Quality Assurance reported results that were satisfactory (Aberdeen Scientific Services Laboratory)	98.8%		99.3%		96.5%		95%

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Cost of trading standards, money and citizen's advice per 1,000 of population	£6,431.00		£6,316.00		£5,229.00		£5,890.00
*Cost of environmental health per 1,000 of population	£18,830.00		£20,411.00		£15,231.00		£14,869.00



## Road and Infrastructure Services

## 1. Customer - Roads

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received - Roads	51		21		0		
% of complaints resolved within timescale - Roads	70.6%		71.4%		No complaints Q1		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	35%		71.4%				
Total No. of lessons learnt identified (stage 1 and 2) - Roads	0		0				

## 2. Processes - Roads

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	Only emergency works carried out						90%
Number of Street Light Repairs completed within 7 days							
Potholes Category 1 and 2 - % defects repaired within timescale					96.9%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale					470		

## 3. Staff - Roads

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		2		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	0		1		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Roads	2.07		2.25		1.83		To be confirmed
Establishment actual FTE	147.46		149.2		149.46		
Staff Costs - % Spend to Date (FYB)	7.3%		14.3%		22.1%		100%

#### 4. Finance & Controls - Roads

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
Total annual energy consumption in kilowatt hours per annum (street lanterns only)	14,252,163		13,939,396		11,802,137		
*Cost of roads maintenance per kilometre	£38,619.00		£29,996.00		£16,068.00		

\*The current figure for the cost of Roads Maintenance per Km is very difficult to benchmark with other Local Authorities due to the large variation in parameters used, the diversity between rural and City based authorities and the way in which these authorities record their costs. Some authorities include winter maintenance in this measure while others omit it and others record their plant costs through a different service, for instance.

Officers have approached the Improvement Service to provide clarification and consider a more suitable approach across all Local Authorities.

Performance Indicator	2017/2018		2018/2019		2019/2020		2019/20 Target
	Value	Status	Value	Status	Value	Status	
No. of 3rd Party Liability Claims for Roads incidents in year (potholes)	117		71		64		

## Waste Services

## 1. Customer - Waste

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received - Waste	24		32		29		
% of complaints resolved within timescale - Waste	95.8%		87.5%		82.8%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	67%		62.5%		51.7%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		0		0		




Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Number of missed bin collection reports in month - residential	372		269		251		










## 2. Processes - Waste

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value%	Value	Status	Value	
% Waste diverted from Landfill	81%		80.3%		85.5		85%
Percentage of Household Waste Recycled/Composted	47.2%		49.6%		48.3%		50%







## 3. Staff - Waste

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	0		2		0		

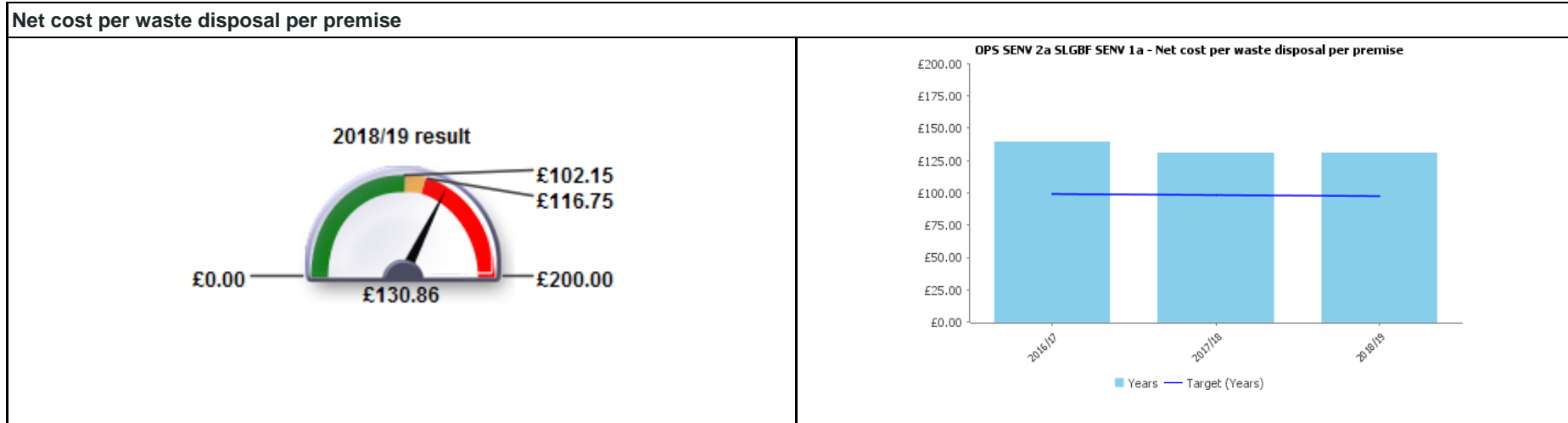
Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	5		5		1		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Waste	8.17		7.04		7.80		To be confirmed
Establishment actual FTE	182.44		181.44		181.44		
Staff Costs - % Spend to Date (FYB)	8.5%		16.9%		25.2%		100%

#### 4. Finance & Controls - Waste

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Net cost per waste collection per premise	£51.68		£55.61		£56.53		£67.45
*Net cost per waste disposal per premise	£139.44		£130.39		£130.86		£97.29

\*Targets and status based on Scottish national average



**Why is this important?**

Aberdeen City Council has a statutory function as Waste Disposal Authority meaning it is responsible for arranging the disposal of all controlled waste collected by the Waste Collection Authority (which is also ACC) in its area. This figure gives an overall indication of the cost of waste disposal per household for the authority.

**Benchmark Information:**

This is an extremely difficult subject to benchmark. Waste disposal costs and activities vary greatly from area to area, for example, some authorities will run waste disposal entirely as an in-house operation, others may contract it out, or partially contract it out. Similarly, what is included and defined as “waste disposal” may vary greatly – for example Aberdeen has two closed landfill sites within its area which it is responsible for ongoing monitoring and maintenance, some authorities may not have any. The costs of running Household Waste & Recycling Centres are included in this figure – level of provision of these varies greatly from area to area depending on the geographical area and population of an authority. The figure is currently calculated by taking the waste disposal budget (which includes but is not limited to the Suez contract costs) and dividing it by the number of households.

**Target:**

The target figure given is the national average for 2018/19 taken from the Local Government Benchmarking Framework. This is not a target set locally that takes account of Aberdeen’s particular situation. It should be noted that the range of disposal nationally was between £44.69 and £189.28.

**This is what the data is saying:**

Aberdeen City Council sits towards the upper end of the table in terms of cost of waste disposal. Waste disposal in Aberdeen is contracted out to Suez Recycling & Recovery Ltd as part of a 25 year contract which is due to end in 2025. The fees for this contract include many investments and services that have been provided across this contract, including the £16 million restoration of Ness landfill site, the £27 million Altens East Materials Recovery Facility and Refuse Derived Fuel facility, and the development of the Hazlehead Household Waste & Recycling Centre. Other contributions to costs are the cost of transporting waste from the North East – both for residual wastes and recyclable wastes. Those costs are higher than for those authorities located closer to the end destination facilities.

**This is the trend:**

The net cost of waste disposal in Aberdeen has overall been reasonably stable over the past few years, whilst costs of disposal continue to increase, including the cost of landfill tax, which increases each year. However, the amount of residual waste being disposed of in Aberdeen has continued to drop with recycling continuing to increase. This helps to offset the continuing rise in the cost of disposing of waste.

**This is the impact:**

Waste disposal is an expensive activity and increasing regulation and requirements coupled with the desire and need to move to more sustainable waste management practices mean that this is likely to continue to be the case. Not least of all is the impending landfill ban which takes effect in 2025. The most effective way to reduce the cost of waste disposal is to reduce waste. Waste disposal and recycling are both volatile marketplaces and prices can fluctuate greatly. It should be noted that whilst some recyclables do command an income stream, this is not the case for all and other materials, whilst perhaps costing less than disposal, still have a cost. Therefore, the only truly sustainable way to deal with waste is to not produce it in the first place. In addition, the impending Deposit Return Scheme in 2022 is likely to remove some of the high value recyclables (aluminium cans, PET bottles) from our waste stream which will result in a loss of some of the income received for recycling.

**These are the next steps we are taking for improvement:**

Construction of the energy from waste facility at East Tullos (Ness Energy Project) will mean that the Council is protected from significant market fluctuations in the cost of disposing of its residual waste for the next 20 years. Work is about to commence to review the options for the replacement of the current waste management contract to seek a best value solution for 2025 onwards for the remaining waste disposal and treatment services including the operation of Altens East Materials Recovery Facility and operation of the Household Waste & Recycling Centres

**Responsible officer:**

Pam Walker

**Last Updated:**

2018/19

## Customer

## Customer Experience

## 1. Customer – Customer Experience

Performance Indicator – Corporate	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
The number of complaints closed at Stage 1 within 5 working days as % of total no of Stage 1 complaints	62.01%		70.93%		78.05%		75%
The number of complaints closed at Stage 2 within 20 working days as % of total no of Stage 2 complaints	51.16%		23.81%		31.25%		75%
The number of complaints closed at Escalated Stage 2 within 20 working days as % of total no of Stage 2 complaints	65.22%		55.17%		25.00%		75%
% Non-complex Subject Access Requests responded to within 1 month	75.9%		84.1%		89.3%		80%
% Complex Subject Access Requests responded to within 3 months	42.9%		75%		22.2%		80%
% of Environmental Info Requests replied to within 20 working days - Corporate	80.88%		85.9%		84.91%		90%
% of Freedom of Information requests replied to within 20 working days - Corporate	85.15%		82.5%		75%		90%

Performance Indicator – Service	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received – Customer Experience	78		99		13		
% of complaints resolved within timescale – Customer Experience	89.74%		93.94%		100%		75%
% of complaints with at least one point upheld (stage 1 and 2) – Customer Experience	6.3%		8.3%		53.8%		
Total No. of lessons learnt identified (stage 1 and 2) – Customer Experience	9		17		1		

**2. Processes – Customer Experience**

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average time taken in calendar days to process all new claims and change events in Housing Benefit (monthly)	4.27		4.42		5.82		12
Correct amount of Housing Benefit paid to customer (monthly)	No data						95%
% Customer Contact Centre calls answered within 60 seconds	75.34%		79.68%		62.26%		70%
% Child Protection Case Conference decisions issued to families within 24 hours	100%		100%		100%		95%
% Child Protection Plans issued within 5 calendar days	36.8%		72.2%		46.7%		95%
Percentage of invoices sampled and paid within 30 days	87.27%		88.61%		89.54%		90%




**3. Staff – Customer Experience**




Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter – Customer Experience)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter – Customer Experience)	0		1		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Customer Experience	6.52		7.42		7.36		9
Establishment actual FTE	310.19		310.55		308.1		
Staff Costs - % Spend to Date (FYB)	9.1%		16.7%		26.3%		100%



#### 4. Finance & Controls – Customer Experience




Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Council Tax Cash Collected (In Year) - monthly	£13.9m		£24.8m		£35.7m		£35.7m

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Cost of collecting council tax per dwelling	£8.32		£7.92		£7.20		£7.75

\*Target and status based on Scottish national average

Data and Insights







#### 5. Customer – Data and Insights










Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received – Data and Insights	0		0		0		
% of complaints resolved within timescale – Data and Insights	No complaints received						75%
% of complaints with at least one point upheld (stage 1 and 2) – Data and Insights							
Total No. of lessons learnt identified (stage 1 and 2) – Data and Insights							

## 6. Processes – Data and Insights

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
% Responses to data breaches and other serious data protection risks within 24 hours (weekdays)	100%		100%		100%		100%

## 7. Staff – Data and Insights

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Month Quarter – Data and Insights)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter – Data and Insights)	0		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Data and Insights	1.43		0		0		6
Establishment actual FTE	33.49		33.49		33.49		
Staff Costs - % Spend to Date (FYB)	8.9%		18.3%		29.7%		100%

## 8. Finance & Controls – Data and Insights

\*\* Work ongoing to develop individual service-based measures

## Digital and Technology

## 1. Customer – Digital and Technology

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received – Digital and Technology	3		6		1		
% of complaints resolved within timescale – Digital and Technology	100%		50.0%		100%		75%
% of complaints with at least one point upheld (stage 1 and 2) – Digital and Technology	100%		14.3%		0%		
Total No. of lessons learnt identified (stage 1 and 2) – Digital and Technology	1		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average Call Wait Time (IT Helpdesk)	275		242		324		120 sec.
Abandonment Rate % (IT Helpdesk)	21.31%		18.29%		21.54%		10%

## 2. Processes – Digital and Technology

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Percentage of Critical system availability - average (monthly)	99.99%		99.96%		100%		99.5%
% Calls to IT Helpdesk resolved right first time	67%		64%		66%		65%
% Priority 1 and 2 incidents closed in timescale	0%		20%		41.7%		99.5%
% Priority 3 – 5 incidents closed in timescale	96.5%		95.1%		95.1%		95%

### 3. Staff – Digital and Technology

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter – Digital and Technology)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter – Digital and Technology)	0		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – Digital and Technology	0.55		1.42		2.10		2
Establishment actual FTE	77.63		77.63		76.5		
Staff Costs - % Spend to Date (FYB)	8.6%		17.1%		26.9%		100%

### 4. Finance & Controls – Digital and Technology

\*\* Work ongoing to develop individual service-based measures

External Communications

#### 1. Customer – External Communications

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received – External Communications	0		0		0		
% of complaints resolved within timescale – External Communications	No complaints received						75%
% of complaints with at least one point upheld (stage 1 and 2) – External Communications							
Total No. of lessons learnt identified (stage 1 and 2) – External Communications							

**2. Processes – External Communications**

In July 2020, the decision was taken to integrate the Communications and Marketing cluster redesign with the cross-functional redesign of communications and marketing as part of Build Back Better. Doing so will provide a more holistic view of service provision across the Council. Service standards and targets will be reviewed as part of that exercise, including exploring the need for new standards and more efficient methods used to record performance.

**3. Staff – External Communications**

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter – External Communications)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter – External Communications)	0		0		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – External Communications	0		0.27		0		5
Establishment actual FTE	18.51		15.51		15.51		
Staff Costs - % Spend to Date (FYB)	11.3%		20.2%		34.2%		100%

**4. Finance & Controls – External Communications**

\*\* Work ongoing to develop individual service-based measures

## Early Intervention and Community Empowerment

## 1. Customer – Early Intervention and Community Empowerment

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Value	Status	Value	
Total No. complaints received – Early Intervention and Community Empowerment	62		61		25		
% of complaints resolved within timescale - Early Intervention and Community Empowerment	62.9%		75.41%		64.0%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Early Intervention and Community Empowerment	9.4%		17.4%		28.6%		
Total No. of lessons learnt identified (stage 1 and 2) - Early Intervention and Community Empowerment	16		13		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Percentage of tenants satisfied with the standard of their home when moving in YTD	No data		50%		53.3%		75%
Satisfaction of new tenants with the overall service received (Year To Date)	No data		78.6%		80%		85%
Financial Inclusion - No of open cases and enquiries per month	205		195		232		
Number of visits to libraries - person	759		1,084		1,628		
Number of visits to libraries - virtual	90,199		81,022		79,292		

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Percentage of adult population expressing satisfaction with library services within Aberdeen City (Three year rolling average)	70.4%		72.3%		73%		72.4%

\*Target and status based on Scottish national average

**2. Processes – Early Intervention and Community Empowerment**

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
YTD % of cases reassessed as being homeless or potentially homeless within 12 months of a previous case being closed. (Data Provided by Scottish Government on a Quarterly Basis)	Data not available from Scottish Government						4.5%
YTD % of statutory homeless decisions reached within 28 Days (Unintentional & Intentional)	100%		100%		100%		100%
YTD Average length of journey in weeks for statutory homeless cases (Unintentional & Intentional) closed in the year	18		18.2		17.4		
YTD Percentage of anti-social behaviour cases reported which were resolved	95.3%		96.8%		96.3%		100%
YTD % of calls attended to by the ASBIT Team within 1 hour	No activity						100%
Number of Households Residing in Temporary Accommodation at Month End	322		349		374		
The YTD number of Legal repossessions following decree (Arrears) - Citywide	0		0		0		
The YTD Average time taken to re-let all properties (Citywide - days)	103		100.4		103.6		48.8
Applications processed 28 days YTD %	100%		100%		100%		100%
Statutory Customer Service Actions - Decisions/Outcomes within statutory timescale	97.1%		96.4%		92.9%		100%
New Tenants Visits YTD – Outcomes completed within locally agreed timescales (Citywide)	90.3%		82.4%		78.9%		93.5%
Welfare Rights - % of Successful Appeals	100%		100%		75%		
HMO License Applications Pending	128		135		143		
HMO Licenses in force	1,243		1,235		1,219		

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*% of council dwellings that are energy efficient	84.84%		85.56%		86.9%		97.49%

\*Target and status based on Scottish national average

### 3. Staff – Early Intervention and Community Empowerment

Performance Indicator	Q3 2019/20		Q4 2019/20		Q1 2020/21		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - EICE)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter – EICE)	0		1		0		

Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Average number of working days lost due to sickness absence per FTE employee, monthly – EICE	7.49		7.41		8.35		To be confirmed
Establishment actual FTE	413.55		412.93		414.03		
Staff Costs - % Spend to Date (FYB)	7.8%		15.2%		22.9%		100%

### 4. Finance & Controls – Early Intervention and Community Empowerment

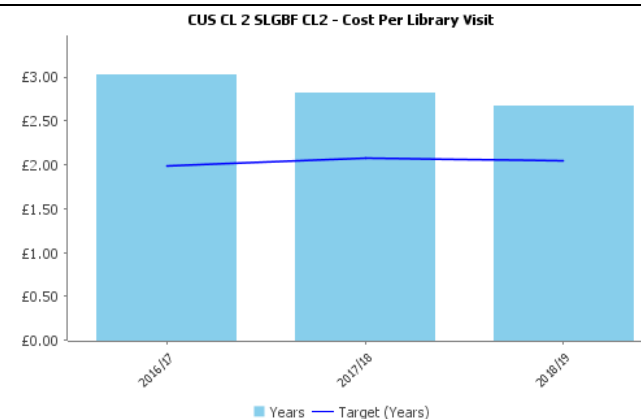
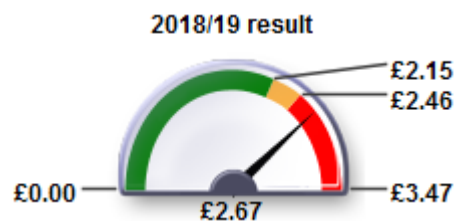
Performance Indicator	April 2020		May 2020		June 2020		2020/21 Target
	Value	Status	Value	Status	Value	Status	
Financial Inclusion - Total Financial Gains Achieved per month	£103,993		£270,985		£218,173		
Gross rent Arrears as a percentage of Rent due	8.76%		9.57%		9.66%		7%
Rent loss due to voids - Citywide - YTD average	2.2%		2.17%		2.24%		1.33%

Performance Indicator	2016/2017		2017/2018		2018/2019		2018/19 Target
	Value	Status	Value	Status	Value	Status	
*Cost per library visit	£3.02		£2.82		£2.67		£2.05

\*Target and status based on Scottish national average



**Cost Per Library Visit**



**Why is this important?**

Library provision is a statutory service and plays a key role in the health & wellbeing agenda, improving quality of life, addressing child poverty, ensuring all citizens have equitable access to resources, combating social isolation, helping to lower preventable demand by offering literacy & learning opportunities and ensuring access to welfare reform opportunities.

This indicator captures the physical visits across the range of activities taking place into library buildings and the usage of online services compared with the cost of delivering these services.

**Benchmark Information:**

The average cost per library visit in 2018/19 in Scottish authorities was £2.05. A review in 2018/19 led to an update to the calculation of both cost and visits. The aim of the review was to ensure robust and consistent data collection across all library services in local authorities. The changes agreed to the calculation were implemented in April 2019 and 2018/19 figures were based on the previous calculation.

**Target:**

The target is to reduce the cost per visit in line with the national average, while continuing to achieve positive outcomes for the local community.

**This is what the data is saying:**

Total visits in 2018/19 decreased by 2.2% when compared with the previous year.

Physical visits decreased by 3.3% and virtual visits decreased by 0.4%.

Virtual visits are the sum of visits to the online catalogue, the library webpages, the library app and Silver City Vault (online repository of historic images). 71% of the online visits were from the library webpages. During 2018 following an upgrade of ACC webpages it was not possible to update the library webpages and the static nature of these pages is likely linked to a fall in visits to this resource. Visits after the update (November onwards) also dropped significantly. This has a proportionately large impact on the overall total.

The cost of delivering services has decreased over time. Savings following the move to a Target Operating Model were achieved in 2018/19, and income generation increased following the introduction of the UK Visas and Immigration Service within Central Library in November 2018.

**This is the trend:**

The trend in the three years 2016/17 – 2018/19 has seen an annual reduction in the cost per visit. A slight decrease in 2018/19 in the number of visitors, both physical and online has occurred alongside a reduction in the cost of delivering library services

**This is the impact:**

Though the number of visits is decreasing the cost of providing services is actually decreasing at a faster rate, resulting in an overall reduction in cost per visit.

**These are the next steps we are taking for improvement:**

The Association for Public Libraries Scotland reviewed the calculation of this indicator during 2018 and found inconsistencies in approaches to reporting. The review produced a series of recommendations which resulted in a revised summary definition. This definition was agreed by the Improvement Service and was implemented by the Library and Information Service in April 2019.

The calculation of virtual visits was expanded to include, as per the new definition, social media interactions and online database use.

The review found varying practice across all library services with some already including social media, which impacted on the national average cost per library visit.

As a result of the expanded definition of virtual visits applied in 2019/20 the Library and Information Service will be reporting an increase of 21.4% from 2018/19 for visits. In addition, physical visits experienced a slight upward trend with the bulk of the change as a result of the updated definition.

In addition to the applying the revised definition for visits the Library and Information Service is continually reviewing and addressing the overall cost of delivering services and opportunities for income generation.





**Responsible officer:**

Fiona Clark

**Last Updated:**

2018/19

**Traffic Light Icons Used**

	On target or within 5% of target
	Within 5% and 20% of target and being monitored
	Below 20% of target and being actively pursued
	Data only – target not appropriate

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	Operational Delivery Committee
<b>DATE</b>	10 <sup>th</sup> September 2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Roads Winter Service Plan 2020-2021
<b>REPORT NUMBER</b>	OPE/20/114
<b>DIRECTOR</b>	Rob Polkinghorne – Chief Operating Officer
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Angus Maciver
<b>TERMS OF REFERENCE</b>	1.1.1,1.1.3,1.1.5

### 1. PURPOSE OF REPORT

1.1 This report is intended to present Members with the proposed Roads Winter Service Plan and to explain changes from previous years.

### 2. RECOMMENDATION(S)

That the Committee: -

2.1 Approve the “Roads Winter Service Plan 2020/2021” (Appendix 1)

2.2 Delegate authority to the Chief Officer - Operations and Protective Services to, following consultation with the Chief Officer – Finance, continue to deliver the Winter Maintenance Service.

### 3. BACKGROUND

- 3.1 Aberdeen City Council's Roads Winter Service Plan has evolved over many years and is amended to reflect both national and local requirements. This years' Roads Winter Service Plan is drawn up to maintain the significant update to the plan introduced in 2019/20. This update brought the local practices in line with national guidance and allowed for some significant budget savings.

While following the principles introduced in the 2019/20 Service Plan, and treating the same roads, some adaptations, as set out in section 3.5, are required to accommodate proposed changes to depots over the coming months.

- 3.2 Consideration has been given to the possibility of pandemic restrictions, such as in the event of a second wave of Covid 19. These are to some extent outlined in section 3.11 of this report.

#### 3.3 Winter 2019/20 Review

- 3.3.1 Last winter saw a significant change to how winter service was delivered with 10 revised priority one routes created incorporating the newly adopted detrunked sections of the A92 and A96 and the higher priority network within the city.

- 3.3.2 Feedback from the public on the revised routes was generally positive however with a relatively mild winter the extent of the changes may not have been fully apparent to road users. The issues raised by residents around the Anguston Road area were the main source of concern.

- 3.3.3 In 2019/20 Anguston Road was initially classified as a priority 2 gritting route as determined by its place on the Aberdeen City roads hierarchy (based on the national Code of Practice for roads – *Well Managed Highway Infrastructure*). This hierarchy considers such factors as strategic importance, usage, traffic flow volumes, etc.

Following the concerns raised the priority 2 prioritisation was reviewed and after much consideration it was concluded that almost all of the Anguston Road was correctly classified as a priority 2 route, however the sections of Anguston and Linn Moor Roads that service the special needs school were added to a priority one route.

It was also concluded that the gritting vehicle treating the priority 1 route servicing the strategic roads close to the Anguston area was operating at full capacity. Extending the priority 1 treatment to the Anguston Road would require either roads to be removed from the current route or the creation of a new route.

It is the opinion of officers that removing roads which are of greater hierarchical importance and which serve a greater number of residents would not be best practice and may increase the risk of litigation as this move could be considered as contrary to national guidance. The alternative of creating an additional route would add significant costs, in the order of £120,000 to the winter maintenance budget.

3.3.4 Winter 2019/20 saw the introduction of a split in priority 1 routes – 4 routes designated “Gold” and 6 routes designated “Silver. In total precautionary treatment was carried out on 65 days with a total of 714 completed routes (mix of gold and silver). There were 10 days on which gold routes were run but silvers were not. On 3 days gold and silver routes were completed and conditions warranted squads continuing to then work on priority two treatment areas. Footway treatments were carried out on 34 days.

### 3.4 Policy

Subject to any changes required as a result of the Covid 19 pandemic it is proposed to continue operating the policy as revised and applied in 2019/20. The 2019/20 revisions delivered a significant budget saving albeit during a relatively mild winter.

### 3.5 Route changes

3.5.1 The 2020/21 Service Plan proposes only minor changes to the accepted 2019/20 routes. The ongoing installation of temporary measures that are being placed in throughout the city to accommodate social distancing measures will necessitate frequent reviews and updates to routes. The exact extent and nature of the treatment required is difficult to gauge at this stage and is dependent on how the Covid pandemic develops. It is proposed to delegate the decisions on the treatments of these temporary measures to the Roads Operations Manager and the Roads Infrastructure Manager who will arrange for measures to be in place for the start of winter, these measures may be subject to further review if the pandemic affects the resources, in particular staff resources available. Section 7 Resilience of the Winter Service Plan offers guidance in these decisions with trigger points at which consideration for activating the reduced network treatment would be appropriate.

3.5.2 Following the decision to close the Peterculter Roads depot as approved at the Urgent Business Committee (June 30, 2020) route 10 will originate from the Bucksburn Depot. The gritter will travel the AWPR (A90 south) until its junction with the A944 where it will start the route, unaltered from last winter, before returning to the depot on the AWPR. There are no proposals to change the roads being treated on this route.

The following items 3.6 – 3.10 are reported to committee annually.

### 3.6 Salt Usage and Stocks

3.6.1 Salt stock levels have been taken back up to around 10,127 tonnes - this stock is to be topped up with regular programmed deliveries throughout winter.

Year	Starting Tonnage	Usage
17/18	10,624	15,321

18/19	11,531	6,166
19/20	11,911	7,208

### 3.6.2 Salt Bins

There are more than 900 salt bins throughout the city. Every year there are demands for further bins at new locations. Maintaining the salt bins is a labour-intensive operation and to continually increase the numbers would only add to the current restocking problems. It is proposed to continue the policy of not issuing any additional salt bins this winter but to further promote the issue of 1 tonne bags of salt for community use. The location of grit bins is based on historic requests. Twenty large capacity grit bins, introduced in late 2018, from which the public can collect salt remain in place.

### 3.6.3 Community Salt Bags

This scheme was introduced in 2012/13 to issue 1 tonne bags of salt to Community groups willing to carry out self-help winter treatment. A total of 180 bags were delivered to residents and community groups last year, down from 227 the year before. Additional small bags will be provided to help distribute the salt in the community. The media team will help promote the scheme and the benefits it provides to the public.

The scheme is still subject to the following conditions:

- Salt is issued to community groups.
- The bags are to be located in a secure place such as a resident's driveway as they are susceptible to theft and vandalism.
- The locations need to be accessible to the delivery lorry.
- Salt will not be left on or near private grassed or garden areas until the owner/tenant accepts responsibility for the possible long-term damage that could occur from salt contamination of the ground.

The cut-off date for applications is the 1<sup>st</sup> of November, after which applications will not be processed until the following year. The media team will make the public aware of this well in advance of winter.

### 3.6.4 Vehicles and Plant

Continued investment over the years has reduced the average age of the winter fleet. This programme will continue this winter in order to have a fleet of vehicles at an age which is serviceable and reduces downtime for repair. Future investment will continue with the purchase of multi-use vehicles that can be



quickly converted to other specialist equipment. The procurement of multiuse vehicles has proven to be the most cost-effective method of updating the fleet.

### 3.7 Service Provision Over Festive Period (subject to any pandemic restrictions)

Service provision over the festive period will remain at the same level as in previous years. The specific details are shown below.

<b>Day</b>	<b>Status</b>	<b>Service Available</b>
Fri 18 Dec	Normal Day	Full Service
Sat 19 Dec	Normal Day	Standby + Response
Sun 20 Dec	Normal Day	Standby + Response
Mon 21 Dec	Normal Day	Full Service
Tues 22 Dec	Normal Day	Full Service
Wed 23 Dec	Normal Day	Full Service
Thur 24 Dec	Normal Day	Full Service
Fri 25 Dec	Public Holiday	Standby + Response
Sat 26 Dec	Public Holiday	Standby+ Response
Sun 27 Dec	Normal Day	Standby+ Response
Mon 28 Dec	Normal Day	Standby+Early Morning+ Response
Tues 29 Dec	Normal Day	Standby+Early Morning+ Response
Wed 30 Dec	Normal Day	Standby+Early Morning+ Response
Thur 31 Dec	Public Holiday	Standby + Response
Fri 1 Jan	Public Holiday	Standby + Response
Sat 2 Jan	Public Holiday	Standby + Response
Sun 3 Jan	Normal Day	Standby + Response

The Response team consists of up to 5 roadworkers providing 23 hours of cover per day, 7 days per week with a break between shifts from 03:00 to 04:00. This break will be monitored by the night attendant but can be covered in emergencies. This team is available to respond to the required treatment on the 4 Priority 1 Gold Routes.

Standby + Response consists of sufficient staff to operate the 6 Priority 1 Silver carriageway routes and 2 city centre priority footpath gritter routes.

Early Morning operations, if necessary, provides a treatment of the 6 Priority 1 Silver carriageway routes and 2 city centre priority footpath gritter routes. These will commence at 04:45 and this shift will continue working until 15:45 at the end of the normal working day.

### 3.8 Footways and Cycle Path Operations

Treatment of footways and cycle routes remain as per winter 2019/20.

The city centre priority 1 footways as set out in the Roads Winter Services Plan are the only routes to be covered as part of the early morning operations. The

priority 1 routes are concentrated on the city centre, shopping areas and footways with a steep gradient. The current policy is that treatment should begin on footways during the day Monday – Friday between 7.45 and 15.45. At weekends the provision is targeted at the city centre routes.

Completing the Priority 1 footways already stretches the resources available to Roads and assistance from other services is required to complete all the Priority 1 footways in a reasonable timescale.

Currently, once the Priority1 footways are treated further treatment is extended into the lower priority footways, the treatment that lower priority footways receive is dependent on the resources available so there is no timescale placed on the completed the lower priority footways.

There is no provision in the current policy for the widespread use of precautionary salting treatment of footways. It is however proposed to continue the use of brine as a precautionary treatment in selected areas.

### 3.9 Public Information

An information section for Winter Operations is included on the Council's web site this provides information on gritter routes and live information on operations on the main routes including gritter tracking showing where operations have been completed. The webpage will continue to be developed further as necessary.

### 3.10 Consultation

The following organisations are being consulted on the content of the Roads Winter Service Plan: Aberdeenshire Council, Aberdeen Roads Limited, Bear Scotland, Bon Accord Care, NHS Scotland, Aberdeen City Council – Education, and Housing Services, Police Scotland, The Scottish Fire and Rescue Service.

### 3.11 Pandemic resilience

3.11.1 There is a significant risk that the restrictions being applied to manage the current pandemic may impact the winter service in 2020/21. There is uncertainty regarding the measures that may be required to control the situation during the coming months in particular if further waves of the pandemic develop and if further restrictions are imposed on staff movements and the operation of the external parties that assist in the delivery of the service.

As an absolute minimum the service would wish to be able to cover all strategic gold routes with the aim to also cover silver routes and provide full priority one route coverage. It is possible that lockdown restrictions may limit the number of staff available to complete winter operations.

#### 3.11.2 Route alterations due to pandemic measures

Route changes to accommodate the temporary network alterations required for pandemic control measures (e.g. temporary pedestrianisation of roads or one-

way systems) are being reviewed and short-term changes to the treatment routes being identified. Where a priority one road cannot be treated, or a road used to transit between priority one roads is not passable, routes will be altered to stick as closely as possible to the standard routes. Where a temporary restriction will lead to traffic being moved from a priority one road to a lower priority road, treatment of the lower priority road will be considered if the restrictions will mean that the lower priority road acts as if it were higher class of road – e.g. where bus routes are moved to alternate roads, these will be treated as per how the original road would have been treated. It is not currently known what the full extent of these temporary measures will be, however they are being monitored by officers so that suitably modified routes will be in place in time for winter operations.

### 3.11.3 Salt and other supply issues

There is a potential risk that the pandemic could result in supply issues for salt and other winter supplies. Current salt stocks are greater than the total salt used in any one of the last two winters. This means that in the event of a similar winter there should be adequate supply. Should winter 2020/21 be a harsh winter the current salt stocks may not be adequate. To mitigate this risk salt levels will be kept “topped-up” throughout the winter period, if however salt supplies are restricted treatment of non-strategic routes may have to be restricted to keep traffic flows along main roads and access to important establishment such as the main hospitals operating.

### 3.11.4 Staffing

Gritting operations can be completed whilst adhering to social distancing measures. Gritters can be loaded and operated without the need to any staff-staff contact. Where there may be a need for multiple operatives to drive the same vehicle within a 72-hour period the vehicle will be wiped down with disinfectant spray to mitigate the chances of any contamination. Starting times for staff may be staggered in order to minimise the number of people in the yard at any given time. Should Covid 19 affect a significant number of the frontline staff resilience measures may have to be applied.

Frontline staff involved in the delivery of the winter service are to be offered the seasonal flu vaccine and support staff are to be offered the vaccine or directed to the proposed NHS vaccination campaign. These measures should reduce the number of staff developing seasonal flu and consequently being unavailable for works while unnecessarily implementing Coronavirus protective measures.

### 3.11.5 Resilience measures.

Resilience measures have been included in Section 7 Resilience of the Roads Service Plan for several years. This section of the plan is in place to allow managers to respond to extreme circumstances that may have a major adverse impact on the provision of the winter service. The measures delegate to Roads Operations Manager and the Roads Infrastructure Manager the authority to alter the level of service to be provided in response to circumstances that cannot be currently forecast or to seek additional resources to deliver the

required level of service. Pandemics are a typical example of such circumstances. If staff numbers are significantly reduced such measures may include.

- Restricting treatment to Priority 1 Gold or Gold/Silver routes
- Restricting the level of service to the capacity of the available resources.
- Dedicate further available resources to the service delivery.

The service plan includes trigger points at which it would be reasonable to consider the introduction of resilience measures.

#### 4. FINANCIAL IMPLICATIONS

4.1 Non Covid related expenditure is anticipated to be around the Council's approved Revenue budgets for Winter Maintenance and Emergencies 2020/21 of £1.574M. The expenditure relating to Covid control measures is currently unclear and is not currently allocated within the Roads Revenue budget.

4.2 It should be noted that the expenditure for the previous three winters has been £1.339M in 2019/2020, £1.729M in 2018/2019, £2.333M and in 2017/2018. The outturn expenditure is heavily dependent on actual conditions experienced during the winter. It would therefore be prudent to note that authorisation may be required for continued expenditure beyond the budget should the weather be worse than anticipated.

#### 5. LEGAL IMPLICATIONS

5.1 Failure to provide a robust and justifiable "Roads Winter Service Plan" would leave the Council more vulnerable to legal challenges and 3rd party insurance claims.

5.2 The Council is obligated under Section 34 of the Roads (Scotland) Act 1984 to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over a public road.

#### 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	The current pandemic has the potential to affect the deliver of the winter service in many ways.	High	The Service Plan incorporates measures that will allow increased flexibility by delegates in extreme circumstances to the Roads Operations Manager and the Roads Infrastructure Manager the authority to adjust the level of service to respond to circumstances including responding to pandemic control measures.

<b>Compliance</b>	The legal requirement and basis for a Roads Winter Service Plan has been in place for many years. What is considered an adequate Winter Service Plan changes in line with national guidance. There is a risk that not following national guidance may open the council up to litigation.	Low	The winter service plan has been produced following the national guidance such as advice in the “Well managed Highway Infrastructure” Code of Practice. Staff also attend national seminars and discuss requirements with neighbouring authorities to rationalise treatments across the region.
<b>Operational</b>	The difficulty of distinguishing between seasonal flu and Covid 19 may become an issue during the seasonal flu season. This could result in an increase in the number of staff unnecessarily self-isolating, thereby reducing the staff available to deliver the service.	High	Staff directly involved in winter operations have for many years been offered seasonal flu vaccinations. Staff who work closely with frontline staff are to be offered flu vaccinations or directed to the increased vaccination programme proposed by the NHS.
<b>Financial</b>	Allocated Budget will only cover costs of a mild winter, overspend at times of high snowfall will require the allocation of additional budget	High	Make provision within the overall budgets for the possibility of additional expenditure being required if the winter is very cold.
<b>Reputational</b>	The delivery of the service is dependant on the availability of frontline staff. The risk of reduced staff numbers impacting on the service is likely to negatively impact on the council’s reputation.	Medium	Liaise with media team to make the public aware of service changes caused by Covid 19.
<b>Environment / Climate</b>	The risk to plants, trees, watercourses, bridges and other structures from overtreating the networks.	Low	There is a potential risk of overtreating the network with salt this can be mitigated by training the duty officers on the required level of treatment.

## 7. OUTCOMES

<b>COUNCIL DELIVERY PLAN</b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	The proposals within this report support the delivery of Policy Statement 4 and 9 – Increase city centre footfall and maximising community benefits for major developments by making the use of the city centre and developments safer and easier to access during cold and wintery weather condition.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	The proposals within this report support the delivery of LOIP Prosperous Economy Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. By improving access and safety across the city during cold and wintery conditions.
Prosperous People Stretch Outcomes	The proposals within this report support the delivery of Prosperous People (adult) Stretch Outcomes 11 in the LOIP. Healthy life expectancy (time lived in good health) is five years longer by 2026 by allowing extended access to footway and cycle path network during the winter.
Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of Prosperous Place Stretch Outcomes 14. Addressing climate change by reducing Aberdeen’s carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate and 15. 38% of people walking and 5% of people cycling as main mode of travel by 2026 by improving traffic flows and therefore reducing vehicle exhaust emissions and encouraging people to use the footways and cycle path networks during cold and wintery weather.
<b>Regional and City Strategies</b>	<p>The proposals within this report support the Regional Transport Strategy by:</p> <p>Making the movement of goods and people within the north east and to/from the area more efficient and reliable.</p> <p>To improve connectivity within the north east, particularly between residential and employment areas.</p>

	To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.
<b>UK and Scottish Legislative and Policy Programmes</b>	The report sets out the requirements to fulfil the obligations set out in Section 34 of the Roads (Scotland) Act 1984 to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over a public road.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full EHRIA assessment included.
Data Protection Impact Assessment	Not required

## 9. BACKGROUND PAPERS

Code of Practice for Roads – *Well Managed Highway Infrastructure*

## 10. APPENDICES

Appendix 1 - Roads Winter Service Plan 2020-2021

Appendix 2 – EHRIA

## 11. REPORT AUTHOR CONTACT DETAILS

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# **ABERDEEN CITY COUNCIL**

## **Roads Winter Service Plan**

### **2020 – 2021**



## **Specification & Operational Plan**



**OPERATIONS**

**ROADS OPERATIONS**

**WINTER SERVICE PLAN**

**2020-2021**

**CONTENTS**

**PART 1: SPECIFICATION**

**PART 2: OPERATIONAL PLAN**

**ABERDEEN CITY COUNCIL**  
**OPERATIONS AND PROTECTIVE SERVICES**

**ROADS OPERATIONS**  
**WINTER SERVICE PLAN**

**2020 – 2021**

**PART 1 SPECIFICATION**

# WINTER SERVICE PLAN

## PART 1 SPECIFICATION DOCUMENT

### 1. **Policy**

- 1.1 The City Council's policy is stated in the report submitted to the Roads Sub-Committee of the Policy and Resources Committee on 19<sup>th</sup> September 1996 and Policy & Strategy Committee of 5<sup>th</sup> June 2008.
- 1.2 The Council's policy objectives in relation to winter service is defined as the reduction, as far as practicable, of the effects of adverse weather conditions on the movement of people and vehicles to facilitate safe travel on the more important roads in the City.

### 2. **Priorities and Standards**

#### 2.1 **General**

The Committee agreed that the priorities for treatment and standards of treatment be determined in accordance with the relative importance of any particular road in the Road network, and that the relevant Corporate Director be requested to endeavour to curtail the level of expenditure within the sum provided in the annual budget, bearing in mind the conditions which pertain and the policies set down in the report.

- 2.1.1 Priority 1 routes will be principal roads or other classified roads serving as the main routes of major traffic distributors. Priority 1 routes should also carry heavy traffic flows or serve as major public service bus routes or give access to public service or emergency facilities providing an essential public service. In special circumstances a road which does not meet the above definition may be considered a priority 1 route if it is regularly used and presents special hazards because it is habitually liable to drifting snow or freezing because of altitude or exposure etc. A road need not be considered a priority route at all times.
- 2.1.2 Priority 1 routes shall be separated into two levels those of strategic importance (Strategic Roads and Main Distributor Roads and access roads to emergency services facilities in addition to the detrunked sections of the A92 and A96) and Priority 1 Silver, those of less than strategic importance (Historic Priority 1 routes less Priority 1 Gold routes and Link Roads and Local Access Roads that do not have any special circumstance such as steep slopes, etc. These routes are identified in Appendix C.
- 2.1.3 The standard to be aimed at on Priority 1 routes is that:

For the Priority 1 Gold routes for 24 hours 7 days a week during the winter.  
For the Priority 1 Silver routes between the hours of 04.45 and 21.00 7 days a week.

These routes should never become impassable to traffic, during the times indicated, unless there are abnormal conditions. Snow and ice clearance should be started as soon as practical when the need for it becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to

salt for ice or clear a moderate snowfall of up to 50 millimetres depth (2 inches) within two and a half hours of the physical start of operations.

- 2.1.4 There should be, for these routes an availability of crews and equipment with the Response crews and standby arrangements being such that the response time for an instruction from a responsible officer of the authority to commence winter service operations to the start of snow or ice clearing on site should not be greater than one hour, during the times indicated in clause 2.1.3.
- 2.1.5 Consideration will be given to the pre-salting of priority 1 routes on receipt of an adverse weather forecast to prevent the formation of ice, or to make the clearing of snow or ice from the surface of the road less difficult.
- 2.1.6 A list of priority 1 Gold and Silver routes should be drawn up. The routes will be collated into convenient lengths to be dealt with by one or more salt stores and the need to keep mileage, which is run empty for reloading to an absolute minimum.
- 2.1.7 The priority 1 Gold and Silver routes should be reviewed annually in the late summer/autumn months to take account of changes in the road layout e.g. change from single to dual carriageway or in the light of new development and particularly the opening of new community facilities e.g. hospitals or similar, or in the light of changes in the road network and amendments to the routing of Public Transport.
- 2.1.8 Priority 2 routes will be principal and other classified roads not included in the priority 1 routes but which serve as main roads or as traffic distributors and which carry medium traffic flows or give access to community or public facilities of a non-essential nature. These routes will contain the (Category 3b Secondary Distributor routes 4a Link Roads)
- 2.1.9 In order to provide an efficient and effective use of labour and plant several of the Priority 2 Routes may be included in the Priority 1 Gold and Silver routes, the remaining Priority 2 routes will only be treated once the combined Priority 1 & 2 routes have been opened to traffic. The remaining Priority 2 roads will be dealt with on an "Area Response" basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Additional resources from external Contractors may be employed to assist in the operation.
- 2.1.10 Priority 3 locations (Category 4b Link Roads) such as access roads, service roads, cul de sacs and minor roads where it could be expected that residents and employees etc could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route.
- 2.1.11 The standard for Priority 3 locations would be that they would not normally be treated unless conditions were severe enough to prevent the passage of emergency vehicles, where it was considered in the light of prevailing weather forecasts that the conditions might be expected to persist for some time or that there was an exceptional depth of snow packed snow or ice. In the case of a medical emergency or an event such as a funeral the location in question would be treated. Priority 3 locations due to width of access, or they are dead ends will not always be accessible with normal winter

maintenance plant and would not be treated until all routes of a higher priority had been opened to traffic.

- 2.1.12 Non-Aberdeen City Council maintained roads and roads or lanes providing a secondary means of access for service vehicles together with roads on which there are no direct accesses to any habitations would not be treated except in the case of a medical emergency.
- 2.1.13 In extreme weather conditions only, Priority 1 routes will be treated. Should salt stock levels diminish, salt treatment of Areas will be stopped, then Priority 2 routes, until only priority 1 routes are being treated.

## **2.2 Priorities and Standards – Footways & Cycle Ways**

- 2.2.1 The priority with regard to the treatment of footways is that, precedence will be given to those footways in the City for which the Council is responsible and which carry the greatest number of pedestrians. This means the central areas of the City where the shopping and commercial facilities etc are concentrated. Precedence will also be given to footways and gradients, which are so steep, that they would be dangerous when covered with ice or hard packed snow. This may be altered by the duty superintendent or the duty officer depending on the circumstances that are being encountered.
- 2.2.2 The standard to be aimed at for footways on the Priority 1 list is that, these footways should be kept in a safe condition for pedestrians. In “normal” conditions snow or ice clearance should be started as soon as practicable when the need for such treatment becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to begin treatment of a moderate snowfall between the hours of 07.45 and 15.45 Monday to Friday. At weekends the duty superintendent or the duty officer will determine if additional resources can be sourced.
- 2.2.3 All other footways in the city will be considered to have a lower priority although again precedence will be given to the more heavily trafficked routes, footways in the vicinity of major public services, medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate. These footways will be treated only when the Priority 1 routes have been treated and made safe for pedestrian movement and will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity.

During forecasts of snow or ice or for periods of snow or ice council employees will be deployed to treat Priority 1 footways and then continue into the Areas, additional resources from external Contractors may be employed to assist in the operation.

- 2.2.4 Other equipment and resources should be deployed to deal with particular situations as conditions dictate, particularly where treatment has not been carried out and there is a public need for such treatment at individual locations, e.g. bus stops, pedestrian crossings, traffic islands and the like.
- 2.2.5 Privately maintained footways will not normally be treated.

2.2.6 Cycle ways in the city will be considered to have the same priority as lower priority footways. These cycle ways will be treated only when the Priority 1 routes have been treated and will be dealt with on an Area Response basis in conjunction with the footways in that area. The allocation of resources to the defined areas will be subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. In keeping with Priority 3 carriageways, it would be expected that cyclists could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route. A list of the cycle ways to be treated was approved at the EP & I Committee on 12 November 2013 and is included in Appendix C.

### **2.3 Self Help**

2.3.1 On lower priority routes both on carriageways, lay-bys and footways, grit bins should be provided where they can be sited without inconvenience or danger to residents and road users. Due to the demand on resources to fill grit bins, it has been decided not to increase the number of grit bins. Alternatively, 1T salt bags will be made available for community use (see 2.3.4). The location of the grit bins can be viewed on the council's web site at: <https://maps.aberdeencity.gov.uk/LocalViewWeb/Sites/Gritboxes/>

2.3.2 Grit bins are maintained and kept filled by the Council so that the salt, salt/sand mixtures are readily available to Council employees, local residents or any other road user should they choose to use the facility. The locations and condition of all grit bins should be reviewed annually in late summer/autumn. It should be noted that whilst making use of grit bins, care should be taken as it is common for them to be used by some members of the public for the disposal of rubbish, such as glass, sharp metal and, in some instances, syringes which could result in injury to the user should they inadvertently come into contact with this material. Hazard warnings should be positioned on the lid of the grit bin

2.3.3 It is recommended that all grit bins be highlighted for public use with a telephone number to call allowing members of the public to inform on the location of the empty grit bin. Calls will be monitored on a daily basis during the winter and twice daily during periods of snow and ice. Holidays and weekends will be excluded as resources are limited.

2.3.4 1 Tonne bags of salt will be issued on request to Community groups for self help winter treatment. These bags will be issued and replenished on condition that they are situated in a secure location which is accessible to the Council delivery lorry. A communal area such as a car park would not be acceptable as the bags will be susceptible to theft and vandalism. Additionally, a number of smaller bags shall be offered to the person requesting the 1 Tonne bag to aid distribution of the salt in the community.

2.3.5 Large Community Grit Bins have been located throughout the city these are specifically located to allow rapid replenishment from small lorries during storm conditions. The locations are listed in Appendix (D,a)

2.3.6 Individual salt buckets containing approximately 10kg of salt are available from depots. The 10kg is sufficient to treat the footway fronting a property for a number of days.

### **3. Treatments of Conditions**

#### **3.1 Precautionary Salting - Priority 1 routes and locations of particular hazard.**

Precautionary treatments should be carried out to as per Appendix (D,b) Column C. This table is based on guidance issued by the Society of Chief Officers of Transportation in Scotland (SCOTS) Winter Service Subgroup.

Column C is appropriate when the Salt Cover is Poor, Traffic Levels are Low/Medium and the Salt Loss due to traffic is Normal.

#### **Precautionary Treatment for Hoar Frost and Ice.**

- 3.1.1 If the road temperature is at or above -2C and the road is damp, salt at a rate of 10 grams per square metre. If the temperature falls between -2C and -5C and the road is damp, salt at 15/20g per square metre. If the road is damp and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

If the road temperature is at or above -2C and the road is wet, salt at a rate of 15 grams per square metre. If the temperature falls between -2C and -5C and the road is wet, salt at 20g per square metre. If the Road is wet and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

When rain is forecast prior to frost/ice, treatment should be timed to commence at the cessation of rainfall subject to being completed within the council's hours of coverage.

- 3.1.2 When frost/ice is predicted after rain precautionary salting rates should be increased to 20-40 g/sq. m according to the temperatures expected. 20 g/sq. m will operate down to -2 degrees Celsius, 40 g/sq. m operates to -5 degrees Celsius. Salting should be delayed as long as possible to reduce loss of salt by run-off unless freezing conditions coincide with the rainfall. Road conditions are to be monitored and retreated if required. The situation is to be monitored and retreatment carried out if required.

#### **3.2 Precautionary Treatment for Snow.**

- 3.2.2 When continuous snow/freezing rain is forecast precautionary salting rates are to be 20-40 g/sq. m according to the anticipated severity of the snowfall as per Appendix (D,c)

- 3.2.3 The maximum salt spreading rate recommended for melting up to 50mm of fresh snow is 40 g/sq.m. Repeated applications of salt can remove heavy accumulations of snow, however, this approach is not recommended and ploughing should be undertaken as the depth of snow starts to exceeds 10mm. 20g per square metre of salt should be applied in advance of a snowfall to allow the formation of a debonding layer and assist subsequent ploughing. Where more than 50mm of snow has accumulated, compaction by traffic is likely to become problematic.

- 3.2.4 These spread rates are dependant on available salt stocks, during periods of sustained snow salt availability may be restricted due to availability or instructions from outwith the council, and periods of salt conservation may be necessary as per section 7.0)



### **3.3 Treatment for Ice and Compacted Snow Conditions**

When ice or compacted snow has already formed the surface should be treated as be the guidance in Appendix (D,d).

- 3.3.1 When temperatures drop below -5 degrees Celsius it is advisable to use grit or salt/grit mixtures. The grit used in these circumstances should be single particle size 6mm – 2mm having low fine content. The particles should be angular suitable for an abrasive. Grit shall only be used when absolutely necessary due to additional problems arising, such as sweeping and gully emptying and the subsequent additional costs for waste disposal.

### **3.4 Updated guidelines on salt spread rates**

- 3.4.1 The Society of Chief Officers of Transportation in Scotland (SCOTS) have produced recommendations on the most appropriate and practical approach to implementing salt spread rates. Following consultation with the National Winter Service Research Group (NWSRG), concerning the implementation of Well Managed Highways, the SCOTS Winter Subgroup have suggested a number of developments and those relevant to salt spread rates.

Minimum spread rates of unmodified salt are suggested in Appendix (D,b) treatment matrix for different operational scenarios out-with resilience situations.

Detailed below is the justification provided by the SCOTS Winter Service Subgroup for advising these variations and this is supported by Aberdeen City Council officers.

- Review conclusions based on significant experience of delivering winter service by Scottish local Authorities.
- Review conclusions based on developed best practice within Scottish local Authorities.
- Recognition that going forward that these variations to Well Managed Highways and the successor document, need to be monitored in relation to the development of equipment, research undertaken and revisions to recommended salt spread rates.
- These variations to salt spread rates need to be kept under review by the SCOTS Roads Group/SCOTS Winter Service Subgroup to continue to inform the most appropriate approach to Winter Service to be taken by Scottish Roads Authorities.
- The treatment matrix developed through the SCOTS Winter Sub group is being adopted by Aberdeen City Council and is detailed in Appendix (D,b) along with associated notes.

## **4. Winter Service Plant**

To be effective, salt must be spread evenly at rates to suit prevailing conditions. The spreading equipment supplied should be to BS 1622:1989. The controls of spreading machines are to be calibrated annually and clearly marked for distinct spread rates up to 40g/sq.m.

## **5. Salt and Grit**

- 5.1.1 Salt supplied to various locations throughout the City shall be to BS 3247.
- 5.1.2 Grit for use either neat or in mixtures shall be single sized abrasive or particle size 6mm – 2mm having a low fine content. The particles should be angular in shape suitable for an abrasive.
- 5.1.3 Chemical de-icing treatment may to be used at selected locations including the city centre and cycleways.
- 5.1.4 Salt is purchased to restock the storage areas to their maximum stock levels in advance of the season, salt stocks are closely monitored, and restocking orders placed to maintain suitable levels.
- 5.1.5 Salt at storage areas are currently stored uncovered.
- 5.1.6 A guide to appropriate maximum and minimum and resilience stock levels are included in Appendix (D,e).

## **6. Communications**

- 6.1.1 Work has been carried out with the Corporate Communications Team and the Service Design and Development team to provide up to date information on the Council Web Site. The information provided will enable members of the public to check on expected road conditions, confirm main gritting routes and check action currently underway. There is also a section to check the weather and road conditions.
- 6.1.2 City Voice Questionnaire including several questions relating to the general public's satisfaction with Aberdeen City Council's winter performance will be issued to the general public following the 2020-21 winter season. This questionnaire is repeated annually as part of the Roads Asset Management Plan to build up a picture of the trend of public satisfaction related to the severity of the winter weather. It may also indicate areas for improvement or future action within the limitations of the winter budget.

## **7. Resilience**

- 7.1.1 If salt stock levels fall close to the resilience stock levels indicated in Appendix (D,e) the Roads Operations Manager will consider and implement the actions required to maintain traffic flow along the strategic network.
- 7.1.2 In extreme circumstances including but not limited to national salt shortages, pandemic circumstances, fuel shortages, that may have a major adverse impact on the provision of the winter service the Roads Operations Manager after consultation with the Roads Infrastructure Manager may implement the actions required to maintain traffic flow along the strategic network these may include but are not restricted to:
  - Reduce salt spread rates.
  - Restrict salt spreading to the Priority 1 Gold or Gold/Silver routes.
  - Move to using salt/grit mixes.
  - Move to using grit only on Secondary routes

- Grit only to be used on hard packed snow on priority/secondary/cul de sac routes
- Replenish Grit Bins with grit only
- Move to using grit only on priority and secondary footway routes
- Restrict treatment to the resilience network consisting of Priority 1 Gold or Gold/Silver routes and city centre footways.
- Restrict the level of service to the capacity of the available resources.
- Dedicate further available resources to the service delivery.

7.1.3 The resilience network consists of the Priority 1 Gold and Silver routes and the City Centre footways. The normal Minimum Winter Network being treated would be the resilience networks. In extreme circumstances when resources are not available to treat this network either as a result of illness or due to restrictions applied by the Scottish or UK governments the minimum network being treated could be reduced to the Priority 1 Gold network.

7.1.4 The trigger points for considering activation of the Minimum Winter Network treatment is any one of the following

#### Salt Levels

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

#### Labour

Suitable staff availability to undertake network treatment is less than 1.25 x the drivers and support staff required to cover the standard network rota for 3 weeks.
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#### Vehicles

Suitable vehicle availability is less than 1.4 x the number of vehicles required to cover the standard network rota for 1 weeks.
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**ABERDEEN CITY COUNCIL  
OPERATIONS  
ROADS OPERATIONS**

**WINTER SERVICE PLAN  
2020-2021**

**PART 2 - OPERATIONAL PLAN**

## **WINTER SERVICE DOCUMENT**

### **PART 2**

### **OPERATIONAL PLAN**

- |    |                                      |     |   |
|----|--------------------------------------|-----|---|
| 1. | <u>Introduction</u>                  | 1.1 | Outline   |
|    |                                      | 1.2 | Stages of Plan  |
|    |                                      | 1.3 | Delegation of Responsibilities                        |
| 2. | <u>Working Arrangements</u>          | 2.1 | Operating Period                                      |
|    |                                      | 2.2 | Standby Service                                       |
|    |                                      | 2.3 | Early Morning Patrols                                 |
|    |                                      | 2.4 | Service Within Working Hours                          |
|    |                                      | 2.5 | Service Outwith Normal Working Hours                  |
|    |                                      | 2.6 | Footway Treatment                                     |
|    |                                      | 2.7 | Footway Readiness                                     |
|    |                                      | 2.8 | Thawing   |
|    |                                      | 2.9 | Lifting of Snow from Roads etc                        |
| 3. | <u>Information</u>                   | 3.1 | Communications  |
|    |                                      | 3.2 | Weather Forecasts                                     |
|    |                                      | 3.3 | Advice Sheets   |
|    |                                      | 3.4 | Road Condition Reports                                |
| 4. | <u>Plant</u>                         | 4.1 | Availability and Maintenance for Vehicles, Plant etc. |
|    |                                      | 4.2 | Operation of Vehicles                                 |
| 5. | <u>Materials</u>                     | 5.1 | Salt and Salt/Sand Stocks                             |
|    |                                      | 5.2 | Use of Materials                                      |
| 6. | <u>Assistance from Third Parties</u> | 6.1 | Local Authority Services                              |
|    |                                      | 6.2 | Education   |
|    |                                      | 6.3 | Parks etc.  |
| 7. | <u>Road Closures</u>                 | 7.1 | Road Closures   |
| 8. | <u>Monitoring and Reporting</u>      | 8.1 | Road Treatment Log                                    |

### **Appendices**

- A Emergency Contacts
- B Duties of Personnel
- C Gritting Routes
- D Stock & Treatment Guidance.
- E Flooding Guidance

# WINTER SERVICE PLAN - STANDING ORDERS

## PART 2 - OPERATIONAL PLAN

### 1. **Introduction**

#### 1.1 **Outline**

The Operational Plan is designed to provide for a twenty-four hour a day, seven days a week service. The plan, which is designed to be flexible enough to cover all foreseeable weather conditions normally experienced in this part of the country, will operate in various phases according to the time of day and weather conditions.

The plan consists of an emergency standby service out with normal working hours, regular routine patrols by specialist gritting and snow clearing vehicles in the early hours of the morning augmented, as necessary, by the use of the Council's normal heavy goods vehicles fitted with demountable snowploughs and/or gritter bodies as appropriate. The Council's own resources can be augmented by hired labour and vehicles and plant from local contractors.

#### 1.2 **Stages of the Plan**

In deploying the Council's resources and resources from other Services, Superintendents will take into account the priorities drawn up to cover all weather conditions, will seek to ensure that the road network is dealt with in the sequence and to the standards set out in Part 1, Section 2 headed "Priorities and Standards".

Superintendents in planning and executing the Winter Service Operations must give consideration to the needs of all employees to have reasonable periods of rest between periods of duty, however, in extreme and prolonged weather conditions Aberdeen City Council can declare the event an emergency to continue with winter service operations.

#### 1.3 **Delegation of Responsibilities**

1.3.1 The Roads Infrastructure Manager is responsible for the work of the Roads Services throughout the City. The Roads Infrastructure Manager is responsible for formulating the policy objectives with regard to Winter Service operations and ensuring that adequate resources are allocated to meet the objectives and standards set in the Specification Document. The Roads Infrastructure Manager is also responsible for ensuring that the Specification and Operational Plan are continually reviewed in the light of experience and changing circumstances.

1.3.2 The Roads Infrastructure Manager in conjunction with the Road Operations Manager will be wholly responsible for ensuring that Winter Service operations are carried out in accordance with the policy of the Council and in accordance with accreditation in Winter Maintenance Quality Assurance under ISO 9001. They will ensure that the Duty Officers and the Superintendents and operators are conversant with the Winter Service Plan and will ensure that the standard of training, etc. of the operatives is sufficiently high to enable them to carry out their allotted tasks. The day to day responsibility for producing the daily Winter Maintenance Advice Sheet may be delegated to the Duty Officer. The

Superintendents shall be provided with the physical resources to enable them to carry out the work within the limitations of the budget and shall have the authority to utilise all the resources available to them on normal works in the event of adverse weather conditions. The day to day responsibility for the organisation and supervision of Winter Service operations may be delegated to the Superintendents.

- 1.3.3 The Superintendents are wholly responsible to the Roads Infrastructure Manager/Road Operations Manager for the day to day organisation and execution of the Winter Service operations and will take immediate action to implement the Winter Service Plan on receipt of adverse weather advice or in the event of sudden frost or snowfall. The Superintendents have complete authority to set the plan in action without reference to the Roads Infrastructure Manager or Road Operations Manager but shall at all times keep the Management fully advised of the prevailing circumstances with regard to the progress of Winter Service operations and shall seek the advice and assistance of Management in dealing with any augmented work undertaken or conditions outwith the scope of the Winter Service Plan.

## **2. Working Arrangements**

### **2.1 Operating period**

The winter operating period will run from October to April each year.

The core period for continual monitoring will run from early November until Late March. Additional support staff and assistance from other services will run from mid-November until late March, the exact dates will be as detailed below, these dates are subject to change depending on the forecast weather conditions.

### **2.2 Standby Service – 16/11/2020 to 22/03/2021**

A weekly duty rota for drivers and plant operators for both the standby service and for the early morning patrols will be prepared to ensure that all specialist Winter Service vehicles can be manned on a twenty-four hour, seven days a week basis in accordance with the Winter Service Plan.

Specialist Winter Service vehicles will be stationed at appropriate depots for immediate use outwith normal working hours. The vehicles will be loaded with neat salt and drivers will be contactable to receive instructions from the Superintendent. A Superintendent will be available to receive telephone calls from the Police or other responsible Officers of the Council, assess road conditions and initiate emergency actions.

On receipt of an emergency call, the Superintendent will assess the situation and, if necessary, will call out the standby crews to treat roads as required, he may at his discretion, alert other Superintendents, as it may be necessary to call out additional drivers and vehicles.

The Superintendents will advise the Night Attendant or the Duty Officer what resources are deployed and the route/areas being treated to allow the Council's web site to be updated.

The standby drivers will report to the Superintendent the road conditions at the area of the particular hazard and in the area generally. The Superintendent will log the telephone call seeking assistance together with the details of any action taken in response to it and any action by way of treating other locations so that there is a permanent record, for inspection, of the extent of Winter Service operations carried out.

### **2.3 Early Morning Patrols – 16/11/2020 to 22/03/2021**

The specialist Winter Service vehicles will be operated on early morning patrol service during the winter period. Each vehicle will be driven on a prescribed priority route and treatment will be carried out as instructed for the conditions encountered.

The Superintendent will advise the Night Attendant or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.



Special attention will be given to those locations, which are designated as areas of particular hazard; drivers will report the road conditions on their prescribed route to the Superintendent/Night Attendant both during and on completion of their patrols.

Additionally, the Superintendents may at their discretion, if adverse weather conditions are expected, detail additional operatives to make themselves available for standby duties/early action.

## **2.4 Service Within Working Hour**

2.4.1 If road or weather conditions warrant it, Winter Service operations utilising the specialist vehicles will continue during the course of the working day. In addition to the specialist vehicles, the Superintendents can instruct the use of the Council's normal heavy goods vehicles on Winter Service operations. The vehicles will be fitted with snowploughs and/or gritter bodies according to the road conditions.

The Superintendents will advise the Night Attendant or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.

### **2.4.2 Daytime 8.00 a.m. - 4.00 p.m. Monday - Friday**

The ice detection equipment will be monitored by the Road Services staff. When a change in conditions is displayed at any of the ice detection locations in his area, the Road Operations Manager or his staff will advise the Superintendents who, taking account of all factors known to him, will dispatch a gritting vehicle to inspect and treat conditions at the location as necessary and thereafter proceed to such other locations the Superintendents considers may require treatment.

## **2.5 Service Outwith Normal Working Hours 09/11/2020 to 20/03/2021**

2.5.1 Response will provide an emergency all night service and specialist Winter Service vehicles will be ready for immediate use throughout the winter season.

The vehicles will be loaded with neat salt and drivers will be in attendance at the depot. In addition to the drivers the depot will be manned by a Duty Night Attendant who will receive telephone calls from the Met Office, Police or other responsible Officers of the Council initiating emergency action.

The Duty Officer will continue to monitor the ice detection equipment and forecast and will remain the point of contact for Winter Service along with the Duty Superintendent until the Night Attendant commences work at 20:30.

On receipt of an emergency call, the Duty Night Attendant will despatch a driver to investigate and, if necessary, treat the road surface. Immediately after the driver has dealt with the specific complaint, he will travel to those locations designated as areas of particular hazard in the vicinity of the locus of the complaint and, if necessary, treat the road surface at these locations. He will report to the Duty Night Attendant the road conditions at the areas of particular hazard and in the area generally. The Duty Night

Attendant will log the telephone call seeking assistance together with the details of any locations so that there is a permanent record for inspection by the Duty Superintendent of the extent of Winter Service operations carried out during the night.

Should it appear to the Duty Night Attendant from the number of telephone calls received requesting assistance or from the reports received from drivers that the road conditions are so bad as to require the deployment of more resources than provided by the all night service, he will immediately telephone the Duty Superintendent advising him of the conditions so that the Duty Superintendent may, at his discretion, instruct the call out of additional drivers and vehicles.

- 2.5.2 When an adverse change of conditions is displayed at any of the ice detection locations in the City, the Night Attendant will dispatch a loaded gritter to inspect and treat conditions at the location as necessary and thereafter, taking account of all other known factors, proceed to treat as necessary areas of special hazard. The Duty Night Attendant will log the change in road temperatures together with his actions and details of any locations actioned so that there is a permanent record for inspection by the Duty Superintendent of the extent of Winter Service operations carried out during the night.
- 2.5.3 Over Christmas and New Year a stand by crew will only be available to treat priority 1 carriageways and footways on the days of the 25 – 26 December and 31 December – 2 January inclusive.

## **2.6 Footway Treatment**

The Priority 1 footways for treatment are listed in Appendix C (e).

The standard practice for treating footways will be to use neat salt although discretion is given to Superintendents to use salt/grit mixtures when weather conditions warrant it, and especially when dealing with ice that has formed as a result of the re-freezing of partially thawed snow as per Appendix D, (d)

In clearing a passage for pedestrians, any cleared snow will be left piled at the edge of the footway until resources are available for its removal. Special attention will be given at pedestrian crossings, road junctions where large number of pedestrians cross, bus stops etc where gaps should be left at these locations to allow pedestrians to cross without having to negotiate the heaped snow.

Special care will also be taken to ensure that street gullies are not blocked by piled snow, as this would prevent water draining away at the onset of a thaw.

## 2.7 **Footway Readiness**

Recourses for footway treatment are to be allocated on a three-level readiness basis. The readiness level shall be implemented and recorded following discussions between the duty officer and the Roads Operations/Roads Infrastructure Manager.

### **Green:**

Forecast conditions to be below zero for up to 5 consecutive days.

City centre routes to be check by Superintendent each morning with treatment undertaken if required, no other routes to be treated.

### **Amber:**

Forecast conditions of prolonged freezing extending beyond 5 days, snowfall or extensive ice forecast. Frontline staff to be made available for prolonged treatment, assistance from other departments requested as required. If other departments assistance required, they are to be notified when Amber condition is identified.

Grit bins and Community Bins, checked and filled in advance, Footway plant and equipment checked for readiness in advance, Priority 1 Footways and sheltered housing areas considered for treatment.

Additional back office staff requirement to respond to public enquiries.

### **Red:**

Forecast conditions as Amber but with continued heavy snowfall or extreme ice in forecast resulting in a risk to infrastructure.

Action as per Amber, additionally external and supplementary resources from other departments to be mobilised as available.

Treatment to be extended to area footway treatment beyond Priority 1 routes as resources allow.

Full reporting system to be implemented, availability of resources to respond to repair to infrastructure to assessed. Additional back office staff requirement to respond to public enquiries regarding infrastructure damage after thaw develops.

## 2.8 **Thawing**

During the thaw, the first responsibility of the Superintendents will be to ensure, as far as practicable, that road channels and verges are cleared in the area of street gullies and cross grips to allow melted snow to drain away. Only after the channels and cross grips have been cleared should an attempt be made to clear the stockpiled snow.

## 2.9 **Lifting of Snow from Roads etc**

In extreme conditions after heavy snow falls it may be necessary to lift snow from streets. Snow cleared from the road will only be uplifted in exceptional circumstances, e.g. where existing piled snow is preventing further snow clearance from the road.

### **3. Information**

#### **3.1 Communications**

During Office Hours - Mondays to Fridays inclusive, telephone messages will be received by the contact centre.

Outwith Office Hours - Telephone messages to be passed to the Duty Superintendents (Daytime) or the Duty Officer as per rota from 16:00 to 20:30 (Monday to Friday) from 08:00 to 20:30 (Saturday, Sunday & Public Holidays) and to the Night Attendant at West Tullos Depot from 20:30 to 08:00.

#### **3.2 Weather Forecasts**

The Council's meteorological advisors will provide information for the duration of the winter period including:-

- a) General Forecasts for the following 36 hours
- b) 2-5-day outlook forecast
- c) Air and road temperatures and a predicted forecast graph

##### During Office Hours

The Forecast data information is assessed and entered into an advice sheet prepared by the Duty Officer in conjunction with the Duty Superintendent and if required submitted to the Roads Operations Manager for discussion and a decision made as to the required treatment. Roads Operations Manager to be advised of daily action.

The information will also be passed to the Standby Superintendent by the Duty Officer.

##### Outwith Office Hours and Holidays

It will be the responsibility of the Duty Officer to obtain the weather forecast, consult Superintendent and confirm action. Superintendent to contact the Night Attendant at West Tullos Depot each day shortly after 20:30 hours to appraise him of the situation. If there is a forecast of severe weather the Standby Superintendent should also be informed. Roads Operations Manager to be advised of daily action.

##### Emergency Weather Forecasts

The Council's meteorological advisors will inform the Duty Officer from 08:00 to 20:30 or the Night Attendant from 20:30 to 08:00 to advise on changes in forecast information. Additional phone numbers should be supplied to the Met Office in case there is difficulty in contacting the Duty Officer or the Night Attendant. The Duty Officer or the night Attendant will advise the Duty Superintendent of changes to the weather forecast which may alter the proposed winter treatment.

### **3.3 Advice Sheets**

#### **3.3.1 Winter Maintenance Advice Sheets**

Forecast information and the Winter Maintenance Advice Sheet will be used to assist in decision making. In the absence of any indication or information to the contrary the advice recommendation given on the Advice Sheets should be followed.

#### **3.3.2 Interpretation of Advice Sheets**

The Advice Sheets recommendations may not be followed if:

- (a) A clear emergency exists which requires immediate action
- (b) The Road Operations Manager advises differently.
- (c) The actual weather (e.g. as measured by Ice Outstations) is at variance from the forecast such that action taken would need to be significantly different from that advised, e.g. the stepping up of salting from 10 to 20 g/sq. m or equivalent in mixtures, or if the forecast of snow turns out to be rain then reducing or changing the treatment. In this case the meteorological advisors should be contacted, advised of actual weather conditions and new forecast information requested.

#### **3.3.3 Variation from Advice Sheets**

A record will be kept of all variations of action from the advised action on the advice sheet. The reason for such a variation will be noted on the advice sheet for record purposes.

#### **3.3.4 General Note**

The Council's meteorological advisers are available 24 hours a day and can be contacted at any time by superintendents or staff for advice. They are contracted to supply new weather information when a significant change is forecast and to give advice over the telephone on all meteorological matters. If in any doubt about the actual weather and/or the forecast the rule is contact the meteorological advisers.

### **3.4 Road Condition Reports**

In order that the Roads Infrastructure Manager can be kept advised of the road conditions throughout the City, reports on road conditions will be passed as follows.

The Road Operations Manager will arrange for the daily road condition report and the advice sheet to be completed not later than 0800 and 1600 hours on days of continued action to be recorded on the standard pro-forma and for the information to be forwarded to Roads Infrastructure Manager.

## **4. Plant**

### **4.1 Availability and Maintenance of Vehicles, Plant etc**

All specialist Winter Service vehicles, plant and footway snowploughs require to be maintained and overhauled prior to the commencement of Winter Service operations. All items of Winter Service equipment overhauled shall be on station not later than the end of September in order that calibration works can be carried out to all plant at the same time.

All footway snowploughs shall be on station by the second week in October. All dedicated gritting vehicles shall be calibrated by end of October and signed calibration sheets filed for future reference.

All vehicles, plant and equipment shall be checked to ensure they are fully operational on return to station.

A stand by mechanic will be available at all times during the winter period to carry out routine maintenance and minor repairs allocated to him. Where applicable the six week safety checks on vehicles should be carried out during early morning operations when no action is being carried out, any major defect found during this period will require the vehicle to be taken to Kittybrewster for repair. Fleet Services to provide the Road Operations Manager and the Superintendents with a rota of the mechanics.

### **4.2 Operation of Vehicles**

While it is acknowledged that the drivers of vehicles engaged in Winter Service operations do not operate under normal circumstances, it is nevertheless the driver's duty to take every precaution to avoid accidents.

Once the vehicles are on station and Winter Service operations have begun, it will be the duty of the driver and/or operator for each vehicle and item of plant to check his vehicle daily before starting duty. The inspection shall cover the fuel, oil and water levels and the lights, brakes and tyres, together with all bolts and couplings fixing ploughs, spinners and safety rails.

Any fault revealed by the check shall be immediately reported to the Superintendent who will call out the stand by mechanic to determine whether or not the vehicle is in a fit state to continue with Winter Service operations or whether the vehicle should be withdrawn from service for immediate repair at the Depot or transported to Kittybrewster. In the latter case the Superintendent, in consultation with the Repair Depot Supervisor, shall decide whether or not, depending on the length of time that any repair is likely to take, an alternative vehicle should be made available as a replacement for the unserviceable vehicle.

The amber flashing lights fitted to each vehicle must be kept in operation during gritting and snow clearing operations. In poor visibility, the vehicle's horn should be sounded as necessary, but its use should be kept to a minimum consistent with safe driving and the need to cause as little inconvenience as is possible to residents, particularly during early morning and late night working. Any vehicle engaged in Winter Service operations must

not be driven at speeds in excess of 20 mph in urban areas or where traffic is heavy, the speed should be further reduced to ensure the flying grit/sand does not injure pedestrians or damage other vehicles on the road. A "SPREADING" sign is to be fitted and kept clean on rear of gritting and large snow plough vehicles.

Snow ploughs and scrapers must always be raised above the road surface when passing over sections of road which are clear of snow and ice and drivers should constantly be on the lookout for manhole covers, street tobies or other obstructions such as traffic calming measures which may be standing proud of the road surface.

It is the responsibility of the driver of any vehicle to ensure that the hopper or the platform of this vehicle is not left loaded with salt or salt/sand mixture for more than forty-eight hours. If the salt or salt/sand mixture has not been used for this period of time, the hopper and/or platform should be emptied and immediately refilled with fresh material.

If the vehicle has been driven during heavy rain, the driver should check the salt or salt/sand mixture to ensure that caking has not taken place. If it has, the vehicle should be emptied and immediately refilled with fresh material.

Where mobile phone communication is used the driver must not under any circumstance answer the phone until parked safely and the engine is turned off as per the Council's mobile phone policy. Drivers will be issued with a radio for communication purposes.

## **5. Materials and Equipment**

### **5.1 Salt and Salt/Sand Stocks**

#### **Salt**

Stocks of salt will be built up to the predetermined levels indicated in the contract requirements. It will be the responsibility of the salt supplier to maintain the agreed stock levels at all storage points as per the predetermined schedule. It will be the responsibility of the Duty Superintendent and Duty Officer to make a daily update on salt usage and a weekly return of salt receipts and issues to the Road Operation Manager.

#### **Salt/Sand mixtures**

Sand will be kept available to be mixed with salt in accordance with the instructions of the Superintendent for that area and will generally consist of one parts sand to one part salt by weight but this mixture may be varied at the discretion of the Superintendents depending upon road and weather conditions.

## **5.2 Use of Materials**

In general, neat salt will be used on all roads. The use of neat salt or of the salt/sand mixture may be varied at the discretion of the Superintendent depending upon road and weather conditions.

It shall be the responsibility of the Superintendents to ensure that all salt stores are allocated a loading shovel and that the stores are manned continuously during periods of extreme weather or when general Winter Service operations are being carried out.

During the spreading of salt, especially in built-up areas, care must be taken to keep salt clear of trees, hedges, shrubs, lawns etc.

Should hard packed snow and ice occur, a trial will be carried out using Ecothaw de-icer and a comparison made with roads and footways treated with salt.

## **6. Assistance from Third Parties**

### **6.1 Local Authority Services**

Other Local Authority Services may undertake the gritting/salting, and/or snow clearing of footways and/or roads in designated areas, by arrangement agreed prior to the onset of winter.

### **6.2 Education**

Winter Service within the City's educational establishments are dealt with under separate arrangements within the Council

### **6.3 Parks, Cemetery accesses, Crematoria access, Sheltered Housing accesses, Unadopted Footways through Council Housing Areas and Other Council Property accesses**

Priority Roads and Footways in these areas will be treated under contract by other Council Services. Operations will normally be carried out during the standard working day and will be co-ordinated by Operations and Protective Services they will be informed of the prevailing conditions and whether they are required to carry out winter service operations outside normal working hours. A standby rota will be produced to cover weekend operations. A list of priority locations are detailed in Appendix C (h).



## **7. Road Closures**

### **7.1 Road Closures**

The closure of a road under severe winter conditions can only be authorised by the Police but operationally the signs could equally well be put out by the Police or Roads Staff. It is absolutely essential that there is consultation and co-operation between the two bodies in the issue of the signs e.g. for a closure instigated by the Police during the night, the Duty be informed as soon as possible and where the closure initiative came from the Roads Staff that the Police be contacted immediately. Duty Officer will be informed by 08:00 of any road closures and openings. If a road is closed signing should be maintained until the road is reopened. Roads Operations Manager or a duty representative will be required to inform Roadworks Coordination and Communications of any road closures.

## **8 Road Treatment Logs**

A "Road Treatment Log" will be kept by each gritter driver to show the times treatment is necessary. The log will also show the road conditions encountered and the approximate tonnage of the material used. These sheets are to be completed daily by the gritter drivers and returned to the Superintendents each day.

**ABERDEEN CITY COUNCIL**

**OPERATIONAL PLAN APPENDICES**

APPENDIX A	EMERGENCY CONTACTS
APPENDIX B	DUTIES OF PERSONNEL
APPENDIX C	GRITTING ROUTES
APPENDIX D	STOCK & TREATMENT GUIDANCE.
APPENDIX E	FLOODING GUIDANCE

**OPERATIONAL PLAN  
APPENDIX A - EMERGENCY CONTACTS**

Call Centre Number

03000 200292

FOR WINTER "CALL-OUTS" PLEASE NOTE

24 hours / 7 days                      Call Centre Number    03000 200292

FOR WINTER "CALL-OUTS" PLEASE NOTE

24 hours / 7 days                      Call Centre Number    03000 200292

**OPERATIONAL PLAN**  
**APPENDIX B - PERSONNEL**  
**1 - DUTIES OF PERSONNEL**

Duties of the Gritter Drivers

1. Duty Period: Monday - Saturday Start 04.45am  
Sunday and Public Holidays Start 06.00am

In addition, when on standby during period of duty, make himself available for call-out by request, during emergency.

Maximum duty period will be 11 hours (10 hours driving unless a declared emergency and driver fit to drive).

2. Location: At Depot detailed by Duty Superintendent
3. Communication Radio

4. Responsible to the Duty Superintendent

5. Responsibilities

- a) To carry out a First Use Vehicle Check.
- b) Drive gritting vehicle along route as detailed on satellite navigation system or to verbal instructions of Duty Superintendent/Night Attendant, ensuring that carriageways are adequately gritted for the conditions prevailing.
- c) Maintain communication with the Duty Superintendent/Night Attendant advising when treatment of a route/area is started and completed.
  - 1) Provide an update of road and footway conditions when requested
  - 2) Advise duty Superintendent/Night Attendant when required to deviate from programmed route.
- d) During actual gritting and snow clearing operations, the amber flashing beacon must be used. Speeds in excess of 20mph (32kph) are prohibited.
- e) In the event of a breakdown of his vehicle or any incident, which prevents him carrying out his allocated duty, he will advise the Duty Superintendent/Night Attendant by radio and await further instructions.
- f) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Superintendent/Night Attendant by the end of the next working day
- g) To wash down gritter/spinner after use, clean and tidy the cab and top up fuel.

## Duties of the Response Drivers

1. Duty period: 04:00 to 15:30 & 15:30 to 03:00
2. Location: Tullos Depot and work locations detailed by Superintendent
3. Communication      Radio
4. Responsible to the Duty Superintendent
5. Responsibilities
  - a) Complete a First Use Vehicle Check before leaving the depot.
  - b) While he may be involved in routine maintenance work, he must be prepared to react immediately to a call-out request which will be initiated by a radio instruction from the Night Attendant/Duty Superintendent.
  - c) On receipt of a call-out he will proceed to location and deal with the condition, maintaining communication with the Night Attendant/Duty Superintendent advising him when the matter has been dealt with.
  - d) Drive gritting vehicle along route as detailed on satellite navigation system or to verbal instructions of Duty Superintendent, ensuring that carriageways are adequately gritted for the conditions prevailing.
  - e) Relay information back to the Night Attendant/Duty Superintendent on any action taken at the locations, the state of the roads and any action taken at any other locations.
  - f) Deal with all requests from the Night Attendant/Duty Superintendent until return to Depot when he will again resume his other allocated duties.
    - 1) Provide an update of road and footway conditions when requested.
    - 2) Advise Duty Superintendent/Night Attendant when required to deviate from programmed route.
  - g) In the event of a general call-out he will operate in the location advised by the Duty Superintendent/Night Attendant.
  - h) In the event of a breakdown of his vehicle or any incident, which prevents him, carrying out this allotted duty, he will advise the Night Attendant/Duty Superintendent by radio and await further instructions.
  - i) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Superintendent/Night Attendant at the end of the shift.
  - j) To wash down gritter/spinner after use and clean and tidy the cab and top up of fluids also required.



- j) To advise the Road Operations Manager or the Duty Officer each day not later than 07:00 on the road conditions prevailing and the action taken and to compile a morning stat report each day no later than 07:00 (08:00 on Sundays and public holidays).
- k) If continuing action maintain and complete Continuing Action Form
- l) During all operations the Superintendent must keep either the Night Attendant or the Duty Officer advised when action is taken on each route/area and also when action ceases. Total resources deployed on each route/area must also be communicated. It is vital that this information is accurate and given timeously in order that the Council's website reflects exactly the action being undertaken on the ground.



## Duties of the Duty Officer

1. Duty Period: 1 week commencing with issue of midday forecast on Monday morning to completion of morning treatment the following Monday midday
2. Location: Duty Officer's Office or Residence as necessary.

3. Communication

The Duty Officer will be equipped with a mobile phone and radio for communication.

4. Responsible to the Road Operations Manager, CHI

5. Responsibilities

Responsibility for interpreting the daily forecast to produce the daily Winter Maintenance Advice Sheet and ensuring that relevant parties are informed of the proposed action.

- a) On receipt of weather forecast, and telephone contact with Met Office if necessary, decide on appropriate winter treatment and spread rates for the coming afternoon, night shift and following morning. Check updated forecast at 18:00 and amend action plan as necessary with stand by superintendent.
- b) Complete Winter Maintenance Advice Sheet and issue to Duty Superintendent. Duty Superintendent to be contacted by telephone/radio if not available in West Tullos Depot.
- c) Issue Winter Maintenance Advice Sheet to night attendant.
- d) As necessary issue Winter Maintenance Advice Sheet to appropriate parties.
- e) Update Weather Conditions on Council Website on a daily basis.
- f) Update Council Website at the start of each treatment and on completion of each treatment.
- g) Complete the Winter Maintenance Advice Sheet after the following morning's treatment, detailing any change from the proposed action and recording actual temperatures and conditions from the previous 24 hours.
- h) Advise Roads Operations Manager of salt tonnage used on a daily basis.
- i) Consult Roads Operations Manager concerning current salt stock levels and the impact this may have on limiting proposed winter action.

### Duties of the Night Attendant

1. Duty period: 8:30 pm to 8.00am
2. Location: West Tullos Depot
3. Communication Telephone and radio
4. Responsible to Duty Superintendent/Stand-by Superintendent/Superintendent
5. Responsibilities
  - a) To accept by telephone, all call-out requests from Police Scotland
  - b) To log all calls in Log Book indicating time received, time incident dealt with and by which vehicle.
  - c) To dispatch drivers, who are in attendance to the requested locations.
  - d) In the event of demand significantly exceeding capability, telephone Stand-by/Duty Superintendent who will assume control and instruct as necessary.
  - e) In the event of a report that a vehicle is out of commission,
    - 1) he will use alternative standby vehicle or driver if available
    - 2) if not available, advise Stand-by/Duty Superintendent who will assume responsibility.
  - f) Ensure that he receives information and immediately updates the Council's website to reflect the current position on the ground
  - g) Monitor weather forecast and graphs and recording actions taken
  - h) From 06:30 compile morning status report by 07:00 and distribute to Roads Operations Manager, Duty Superintendent and Duty Officer.

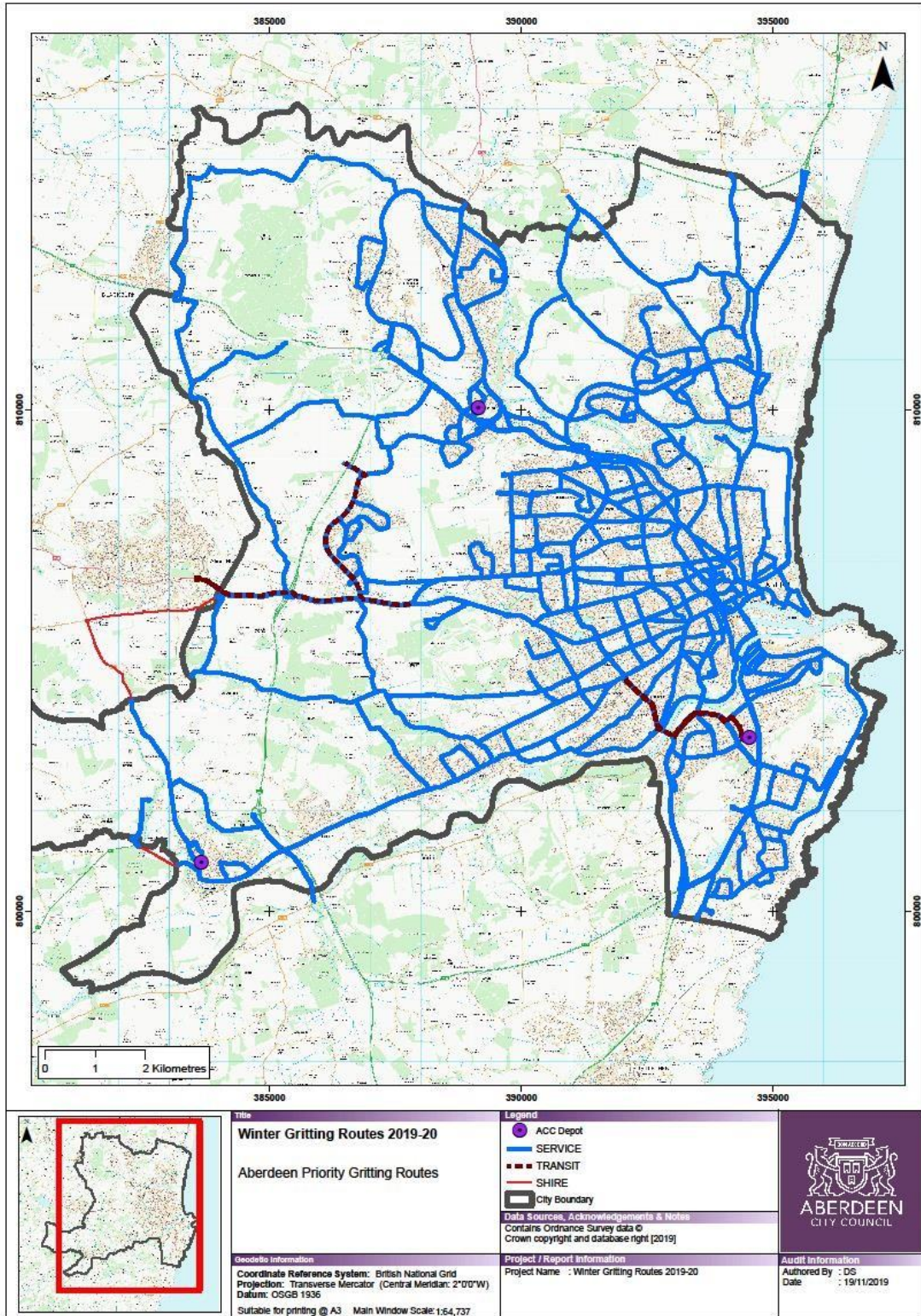
### Duties of the Road Operations Manager

1. Duty period: Flexible.
2. Location: Office/Residence.
3. Communication: Telephone and radio
4. Responsible to Roads Infrastructure Manager, Operations, Roads.
5. Responsibilities
  - a) Wholly responsible for ensuring that the Superintendents and Operatives are conversant with Winter Maintenance Operations and shall provide the Superintendents with the physical resources to enable them to carry out the objectives and meet the standard set.
  - b) Shall have the authority to utilise all the resources of his area, however, deployed on normal works, in the event of extreme conditions.
  - c) During working hours, responsible for ensuring the Superintendents are advised of weather forecasts.
  - d) Ensuring that stocks of sand and salt are maintained at a sufficient level during the operation period.
  - e) Responsible for checking that all Winter Service equipment is overhauled and on station by the end of September each year and reporting omissions, if any.
  - f) Responsible for preparing a duty rota for Superintendent and Operatives to ensure that adequate supervision for day to day operations is provided.
  - g) Ensure compliance with the Specification Document.

**OPERATIONAL PLAN  
APPENDIX C - GRITTING ROUTES**

**Priority Routes**

The following map shows the roads treated as either Priority1 Gold or Priority 1 Silver.



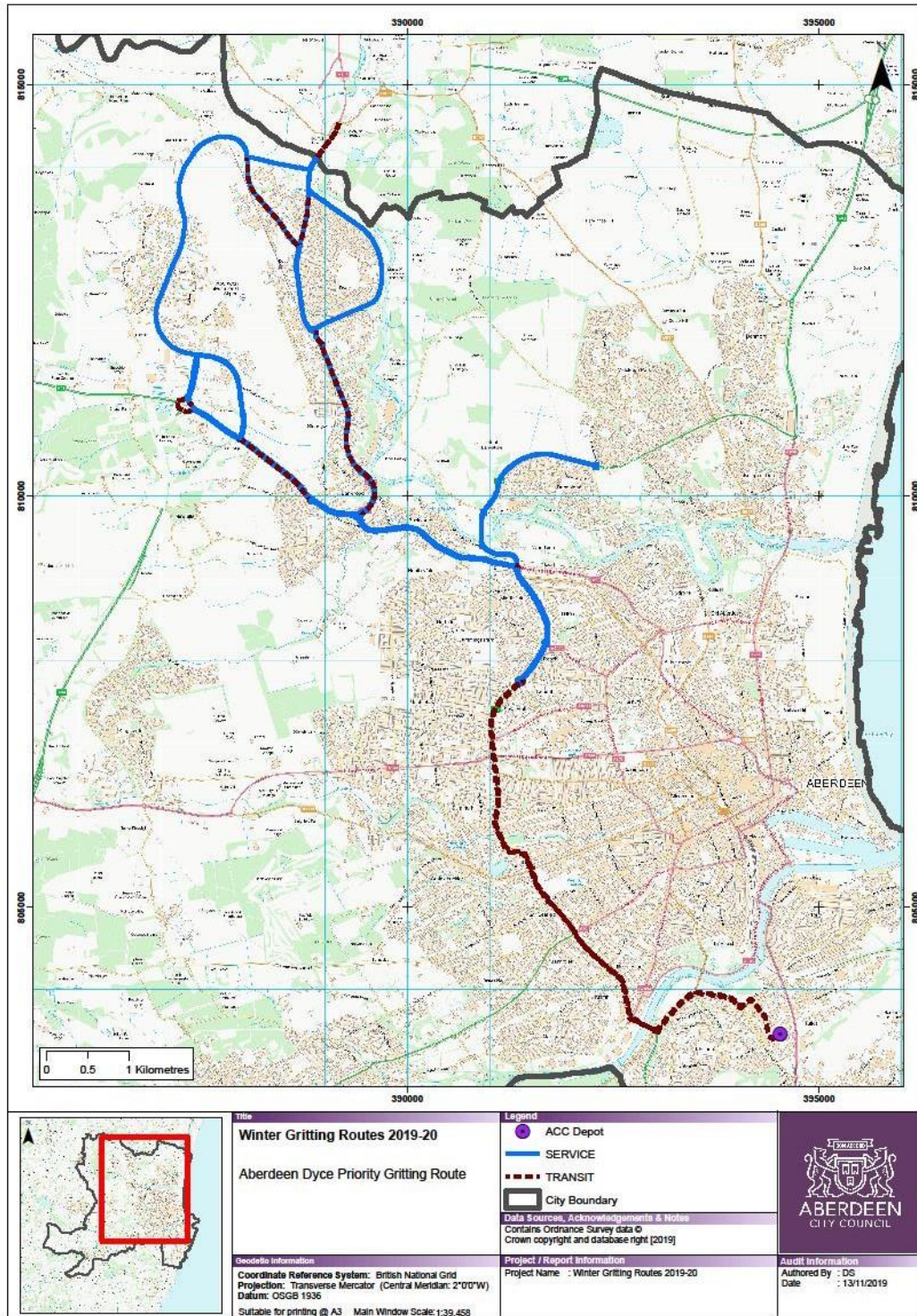


(a) **Priority 1 Gold Routes**

The following routes (Gold 1-4) are to be treated 24 hours 7 days during the winter.

<b>Bold Text – Treat</b>	<i>Italic - Run</i>	<b>Traffic Calming</b>
--------------------------	---------------------	------------------------

**Gold route 1**



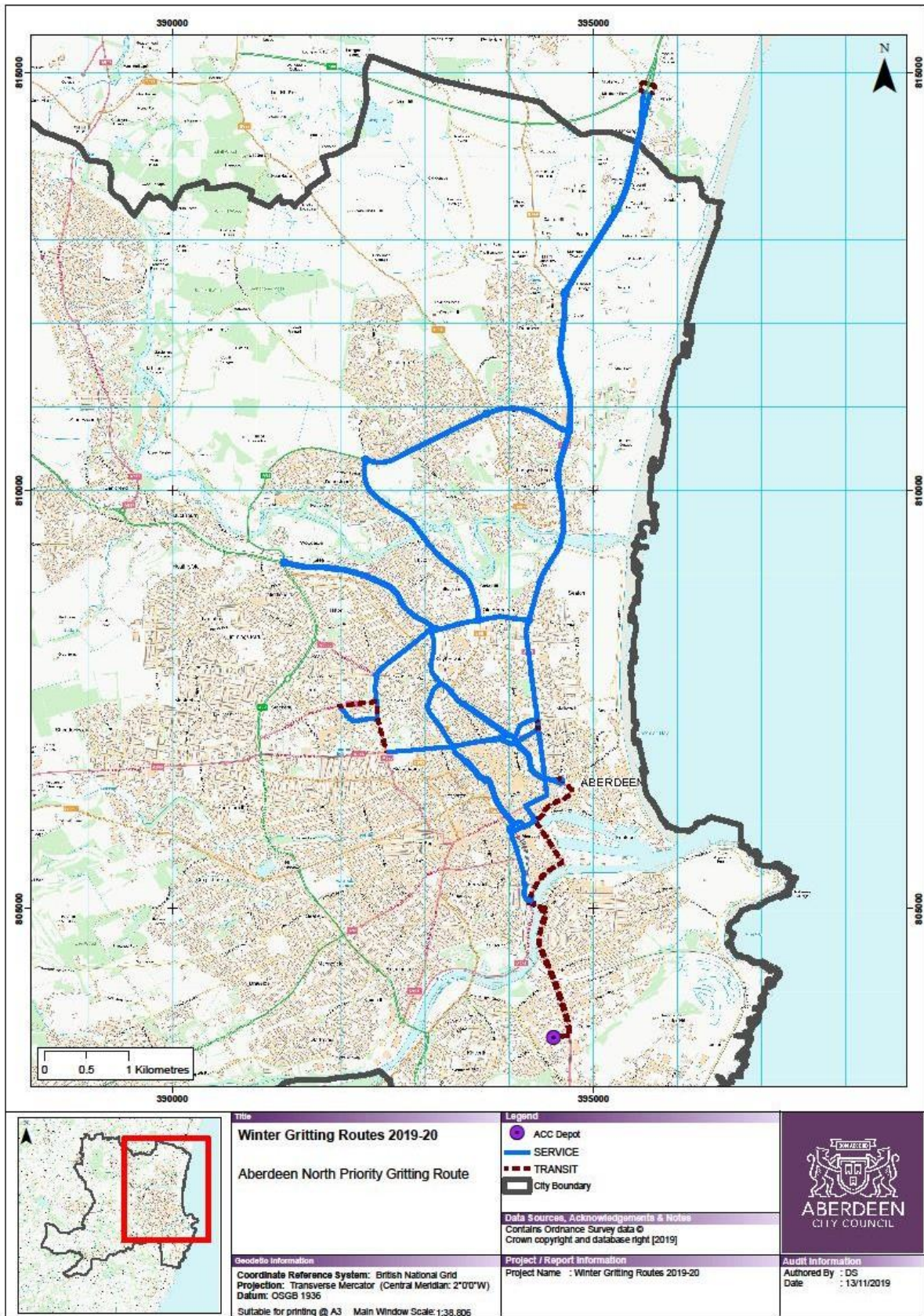
<b>GOLD ROUTE 1</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
WEST TULLOS ROAD DEPOT	CRAIGSHAW DRIVE	RIGHT
CRAIGSHAW DRIVE	ABBOTSWELL ROAD	LEFT
ABBOTSWELL ROAD	ABBOTSWELL ROUNDABOUT	RIGHT - 2ND EXIT
ABBOTSWELL ROUNDABOUT	WEST TULLOS ROAD	
WEST TULLOS ROAD	KING GEORGE VI BRIDGE ROUNDABOUT	STRAIGHT - 2ND EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	GREAT SOUTHERN ROAD	
GREAT SOUTHERN ROAD	BRIDGE OF DEE ROUNDABOUT	RIGHT - 3RD EXIT
BRIDGE OF DEE ROUNDABOUT	STONEHAVEN ROAD	
STONEHAVEN ROAD	GARTHDEE ROUNDABOUT	STRAIGHT - 2ND EXIT
GARTHDEE ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	BROOMHILL ROUNDABOUT	STRAIGHT - 2ND EXIT
BROOMHILL ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	ANDERSON DRIVE	FOLLOW ON TO
ANDERSON DRIVE	SEAFIELD ROUNDABOUT	STRAIGHT - 2ND EXIT
SEAFIELD ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	KEPPLESTONE ROUNDABOUT	STRAIGHT - 2ND EXIT
KEPPLESTONE ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	KINGSGATE ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGSGATE ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	"MURDO'S ROUNDABOUT"	COMPLETE - 2ND EXIT
"MURDO'S ROUNDABOUT"	NORTH ANDERSON DRIVE	COMPLETE - 2ND EXIT
NORTH ANDERSON DRIVE	ROSEHILL ROUNDABOUT	STRAIGHT - 2ND EXIT
ROSEHILL ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	HAUDAGAIN ROUNDABOUT	STRAIGHT - 2ND EXIT
HAUDAGAIN ROUNDABOUT	MUGIEMOSS ROAD	
MUGIEMOSS ROAD	MUGIEMOSS ROUNDABOUT	RIGHT - 2ND EXIT
MUGIEMOSS ROUNDABOUT	PARKWAY	
PARKWAY	"TESCO" ROUNDABOUT	STRAIGHT - 2ND EXIT
"TESCO" ROUNDABOUT	PARKWAY	
PARKWAY	DANESTONE ROUNDABOUT	COMPLETE - 4TH EXIT
DANESTONE ROUNDABOUT	PARKWAY	STRAIGHT - 2ND EXIT
PARKWAY	"TESCO" ROUNDABOUT	
"TESCO" ROUNDABOUT	PARKWAY	LEFT - 1ST EXIT
PARKWAY	MUGIEMOSS ROUNDABOUT	

MUGIEMOSS ROUNDABOUT	MUGIEMOSS ROAD	
MUGIEMOSS ROAD	HAUDAGAIN ROUNDABOUT	RIGHT - 3RD EXIT
HAUDAGAIN ROUNDABOUT	AUCHMILL ROAD	
AUCHMILL ROAD	INVERURIE ROAD	FOLLOW ON TO
INVERURIE ROAD	BUCKSBURN ROUNDABOUT	KEEP LEFT SLIP
BUCKSBURN ROUNDABOUT	INVERURIE ROAD	
INVERURIE ROAD	SCLATTIE ROUNDABOUT	ROUND - 4TH EXIT
SCLATTIE ROUNDABOUT	INVERURIE ROAD	ROUND - 4TH EXIT
INVERURIE ROAD	BUCKSBURN ROUNDABOUT	LEFT - 1ST EXIT
BUCKSBURN ROUNDABOUT	NEW STONEYWOOD ROAD	
NEW STONEYWOOD ROAD	STONEYWOOD ROAD	FOLLOW ON TO
STONEYWOOD ROAD	"BP" ROUNDABOUT	LEFT - 1ST EXIT
"BP" ROUNDABOUT	VICTORIA STREET	
VICTORIA STREET	"KWIKFIT" ROUNDABOUT	LEFT - 1ST EXIT
"KWIKFIT" ROUNDABOUT	OLD MELDRUM ROAD	
OLD MELDRUM ROAD	DYCE DRIVE	LEFT
DYCE DRIVE	PITMEDDEN ROAD	LEFT
PITMEDDEN ROAD	VICTORIA STREET	LEFT
<i>VICTORIA STREET</i>	<i>"KWIKFIT" ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>"KWIKFIT" ROUNDABOUT</i>	<i>OLD MELDRUM ROAD</i>	
OLD MELDRUM ROAD	OLD MELDRUM ROAD	FOLLOW ON TO
<i>OLD MELDRUM ROAD</i>	<i>OLD MELDRUM ROAD</i>	<i>TURN AT LIGHTS</i>
OLD MELDRUM ROAD	"KWIKFIT" ROUNDABOUT	LEFT - 1ST EXIT
"KWIKFIT" ROUNDABOUT	RIVERVIEW DRIVE	
RIVERVIEW DRIVE	"BP" ROUNDABOUT	LEFT - 1ST EXIT
"BP" ROUNDABOUT	STONEYWOOD ROAD	
STONEYWOOD ROAD	NEW STONEYWOOD ROAD	FOLLOW ON TO
NEW STONEYWOOD ROAD	BUCKSBURN ROUNDABOUT	ROUND - 2ND EXIT
BUCKSBURN ROUNDABOUT	INVERURIE ROAD	
<i>INVERURIE ROAD</i>	<i>SCLATTIE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
SCLATTIE ROUNDABOUT	INVERURIE ROAD	STRAIGHT - 2ND EXIT
INVERURIE ROAD	AIRPORT ROUNDABOUT	ROUND - 4TH EXIT
<i>AIRPORT ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	<i>ROUND - 4TH EXIT</i>
INVERURIE ROAD	DYCE DRIVE	LEFT
DYCE DRIVE	AGYLL ROAD	LEFT
AGYLL ROAD	AIRPORT ROUNDABOUT	ROUND - 4TH EXIT
AIRPORT ROUNDABOUT	AGYLL ROAD	

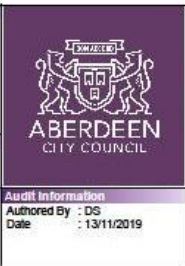
<b>AGYLL ROAD</b>	<b>DYCE DRIVE</b>	<b>RIGHT</b>
<b>DYCE DRIVE</b>	<b>INVERURIE ROAD</b>	<b>LEFT</b>
<b>INVERURIE ROAD</b>	<b>SCLATTIE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>SCLATTIE ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	
<i>INVERURIE ROAD</i>	<i>DYCE DRIVE</i>	<i>RIGHT</i>
<b>DYCE DRIVE</b>	<b>PITMEDDEN ROAD</b>	<b>FOLLOW ON TO</b>
<i>PITMEDDEN ROAD</i>	<i>VICTORIA STREET</i>	<b>RIGHT</b>
<b>VICTORIA STREET</b>	<b>"BP" ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>"BP" ROUNDABOUT</b>	<b>STONEWOOD ROAD</b>	
<i>STONEWOOD ROAD</i>	<i>NEW STONEYWOOD ROAD</i>	<i>FOLLOW ON TO</i>
<i>NEW STONEYWOOD ROAD</i>	<i>BUCKSBURN ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>BUCKSBURN ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<b>INVERURIE ROAD</b>	<b>AUCHMILL ROAD</b>	<b>LEFT - 1ST EXIT</b>
<b>AUCHMILL ROAD</b>	<b>GREAT NORTHERN ROAD</b>	<b>FOLLOW ON TO</b>
<b>GREAT NORTHERN ROAD</b>	<b>HAUDAGAIN ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<i>HAUDAGAIN ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	<i>RIGHT - 3RD EXIT</i>
<b>NORTH ANDERSON DRIVE</b>	<b>ROSEHILL ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>ROSEHILL ROUNDABOUT</b>	<b>NORTH ANDERSON DRIVE</b>	
<b>NORTH ANDERSON DRIVE</b>	<b>"MURDO'S ROUNDABOUT"</b>	<b>STRAIGHT - 3RD EXIT</b>
<i>"MURDO'S ROUNDABOUT"</i>	<i>NORTH ANDERSON DRIVE</i>	<i>STRAIGHT - 3RD EXIT</i>
<i>NORTH ANDERSON DRIVE</i>	<i>KINGS CROSS ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>KINGS CROSS ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>ANDERSON DRIVE</i>	<i>KEPPLESTONE ROUNDABOUT</i>	
<i>KEPPLESTONE ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	
<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	<i>FOLLOW ON TO</i>
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GREAT SOUTHERN ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS ROADS DEPOT</i>	<i>LEFT</i>



**Gold route 2**



<p><b>Title</b></p> <p>Winter Gritting Routes 2019-20</p> <p>Aberdeen North Priority Gritting Route</p>		<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: purple;">●</span> ACC Depot</li> <li><span style="color: blue;">—</span> SERVICE</li> <li><span style="color: red; border-bottom: 1px dashed red;">—</span> TRANSIT</li> <li><span style="border: 2px solid black; display: inline-block; width: 10px; height: 10px;"></span> City Boundary</li> </ul>
<p><b>Geodetic Information</b></p> <p>Coordinate Reference System: British National Grid          Projection: Transverse Mercator (Central Meridian: 2°00'W)          Datum: OSGB 1936          Suitable for printing @ A3 Main Window Scale: 1:38,806</p>		<p><b>Data Sources, Acknowledgements &amp; Notes</b></p> <p>Contains Ordnance Survey data ©          Crown copyright and database right [2019]</p>
<p><b>Project / Report Information</b></p> <p>Project Name : Winter Gritting Routes 2019-20</p>		<p><b>Audit Information</b></p> <p>Authored By : DS          Date : 13/11/2019</p>



<b>GOLD ROUTE 2</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	<i>LEFT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WELLINGTON ROAD</i>	<i>LEFT</i>
<i>WELLINGTON ROAD</i>	<i>QUEEN ELIZABETH BRIDGE</i>	<i>LEFT - 1ST EXIT</i>
<i>QUEEN ELIZABETH BRIDGE</i>	<i>NORTH ESPLANADE WEST</i>	<i>RIGHT - 3RD EXIT</i>
<i>NORTH ESPLANADE WEST</i>	<i>MARKET STREET</i>	<i>LEFT</i>
<i>MARKET STREET</i>	<i>MARKET STREET</i>	<i>FOLLOW ON TO</i>
<b>MARKET STREET</b>	<b>UNION STREET</b>	<b>RIGHT</b>
<b>UNION STREET</b>	<b>CASTLE STREET</b>	<b>FOLLOW ON TO</b>
<b>CASTLE STREET</b>	<b>KING STREET</b>	<b>LEFT</b>
<b>KING STREET</b>	<b>ELLON ROAD</b>	<b>FOLLOW ON TO</b>
<b>ELLON ROAD</b>	<b>ELLON ROAD</b>	<b>CITY LIMIT</b>
<b>ELLON ROAD</b>	<b>ELLON ROAD</b>	<b>LEFT - OFF SLIP ROAD</b>
<i>ELLON ROAD</i>	<i>ELLON ROAD</i>	<i>ROUND - 5TH EXIT</i>
<b>ELLON ROAD</b>	<b>ELLON ROAD</b>	<b>ON SLIP ROAD</b>
<b>ELLON ROAD</b>	<b>MURCAR ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>MURCAR ROUNDABOUT</b>	<b>ELLON ROAD</b>	
<b>ELLON ROAD</b>	<b>AECC ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>AECC ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>SCOTSTOWN ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>SCOTSTOWN ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>DANESTONE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<b>DANESTONE ROUNDABOUT</b>	<b>PARKWAY</b>	<b>ROUND - 4TH EXIT</b>
<b>PARKWAY</b>	<b>SCOTSTOWN ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>SCOTSTOWN ROUNDABOUT</b>	<b>PARKWAY</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>PARKWAY</b>	<b>AECC ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>AECC ROUNDABOUT</b>	<b>KING STREET</b>	
<b>KING STREET</b>	<b>EAST NORTH STREET</b>	<b>LEFT</b>
<i>EAST NORTH STREET</i>	<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>STRAIGHT ON - 3RD EXIT</i>
<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>COMMERCE STREET</i>	
<i>COMMERCE STREET</i>	<i>VIRGINIA STREET</i>	<i>RIGHT</i>
<i>VIRGINIA STREET</i>	<i>GUILD STREET</i>	<i>FOLLOW ON TO</i>
<b>GUILD STREET</b>	<b>BRIDGE STREET</b>	<b>RIGHT</b>

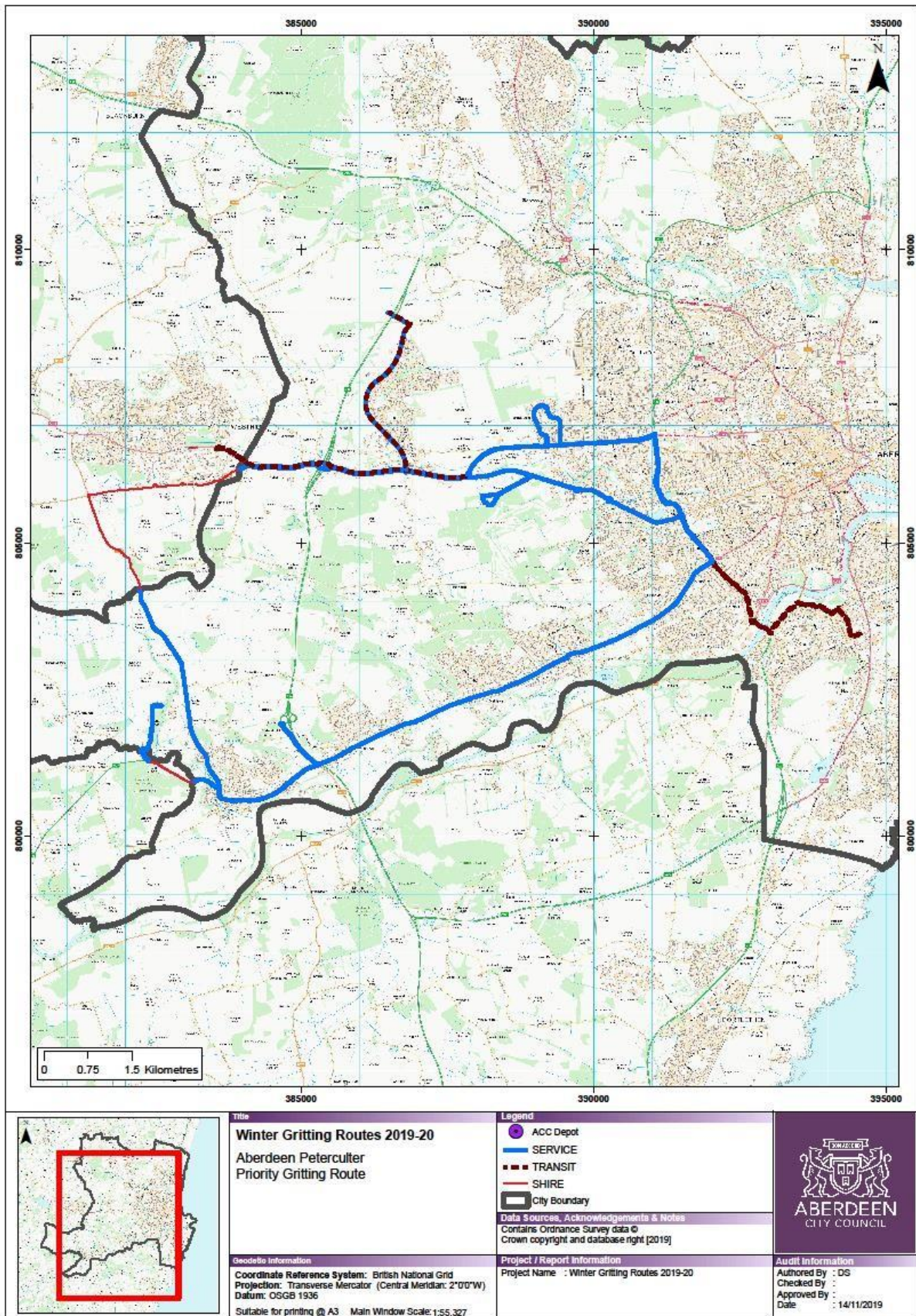
BRIDGE STREET	WAPPING STREET	RIGHT
WAPPING STREET	DENBURN ROAD	LEFT
DENBURN ROAD	WOOLMANHILL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
WOOLMANHILL ROUNDABOUT	GILCOMSTON STEPS	
GILCOMSTON STEPS	SKENE SQUARE	FOLLOW ON TO
SKENE SQUARE	ROSEMOUNT ROUNDABOUT	STRAIGHT ON - 2ND EXIT
ROSEMOUNT ROUNDABOUT	SKENE SQUARE	
SKENE SQUARE	CAROLINE PLACE	FOLLOW ON TO
CAROLINE PLACE	BERRYDEN ROAD	STRAIGHT ON
BERRYDEN ROAD	BERRYDEN ROOUNDABOUT	STRAIGHT ON - 2ND EXIT
BERRYDEN ROOUNDABOUT	BERRYDEN ROAD	
BERRYDEN ROAD	BELMONT ROAD	FOLLOW ON TO
BELMONT ROAD	POWIS TERRACE	RIGHT
POWIS TERRACE	POWIS PLACE	KEEP LEFT
POWIS PLACE	CAUSEWAYEND	FOLLOW ON TO
CAUSEWAYEND	MOUNTHOOLY ROUNDABOUT	STRAIGHT ON - 2ND EXIT
MOUNTHOOLY ROUNDABOUT	NELSON STREET	STRAIGHT ON - 2ND EXIT THEN 1ST LEFT
NELSON STREET	KING STREET	LEFT
<i>KING STREET</i>	<i>MOUNTHOOLY WAY</i>	<i>LEFT</i>
MOUNTHOOLY WAY	MOUNTHOOLY ROUNDABOUT	FOLLOW ON TO
MOUNTHOOLY ROUNDABOUT	WEST NORTH STREET	LEFT - 1ST EXIT
WEST NORTH STREET	EAST NORTH STRREET	STRAIGHT ON
EAST NORTH STRREET	JUSTICE PORT ROUNDABOUT	ROUND - 5TH EXIT
JUSTICE PORT ROUNDABOUT	EAST NORTH STRREET	
EAST NORTH STRREET	WEST NORTH STREET	STRAIGHT ON
WEST NORTH STREET	MOUNTHOOLY ROUNDABOUT	STRAIGHT ON - 3RD EXIT
MOUNTHOOLY ROUNDABOUT	CAUSEWAYEND	STRAIGHT ON - 3RD EXIT
CAUSEWAYEND	POWIS PLACE	FOLLOW ON TO
POWIS PLACE	POWIS TERRACE	STRAIGHT ON
POWIS TERRACE	GREAT NORTHERN ROAD	FOLLOW ON TO
GREAT NORTHERN ROAD	ST MACHAR ROUNDABOUT	STRAIGHT ON - 2ND EXIT
ST MACHAR ROUNDABOUT	GREAT NORTHERN ROAD	
GREAT NORTHERN ROAD	HAUDAGAIN ROUNDABOUT	ROUND - 4TH EXIT
HAUDAGAIN ROUNDABOUT	GREAT NORTHERN ROAD	
GREAT NORTHERN ROAD	ST MACHAR ROUNDABOUT	LEFT - 2ND EXIT
ST MACHAR ROUNDABOUT	ST MACHAR DRIVE	

ST MACHAR DRIVE	TILLYDRONE AVENUE	LEFT
TILLYDRONE AVENUE	GORDON MILLS ROAD	FOLLOW ON TO
GORDON MILLS ROAD	GORDON BRAE	FOLLOW ON TO
GORDON BRAE	DANESTONE ROUNDABOUT	FOLLOW ON TO
DANESTONE ROUNDABOUT	GORDON BRAE	ROUND - 4TH EXIT
<i>GORDON BRAE</i>	<i>GORDON MILLS ROAD</i>	<i>FOLLOW ON TO</i>
GORDON MILLS ROAD	TILLYDRONE AVENUE	FOLLOW ON TO
TILLYDRONE AVENUE	ST MACHAR DRIVE	LEFT
ST MACHAR DRIVE	SEATON ROUNDABOUT	ROUND - 4TH EXIT
SEATON ROUNDABOUT	ST MACHAR DRIVE	
ST MACHAR DRIVE	ST MACHAR ROUNDABOUT	STRAIGHT ON - 2ND EXIT
ST MACHAR ROUNDABOUT	LESLIE ROAD	STRAIGHT ON - 2ND EXIT
LESLIE ROAD	HILTON STREET	STRAIGHT ON
HILTON STREET	SIX ROADS ROUNDABOUT	STRAIGHT ON - 2ND EXIT
SIX ROADS ROUNDABOUT	WESTBURN DRIVE	
WESTBURN DRIVE	CORNHILL ROAD	
CORNHILL ROAD	ASHGROVE ROAD WEST	RIGHT
<i>ASHGROVE ROAD WEST</i>	<i>WESTBURN DRIVE</i>	<i>RIGHT</i>
<i>WESTBURN DRIVE</i>	<i>WESTBURN ROAD</i>	<i>LEFT</i>
WESTBURN ROAD	HUTCHEON STREET	STRAIGHT ON
HUTCHEON STREET	MOUNTHOOLY ROUNDABOUT	ROUND - 5TH EXIT
MOUNTHOOLY ROUNDABOUT	HUTCHEON STREET	
HUTCHEON STREET	CAROLINE PLACE	LEFT
CAROLINE PLACE	SKENE SQUARE	FOLLOW ON TO
SKENE SQUARE	ROSEMOUNT ROUNDABOUT	STRAIGHT ON - 2ND EXIT
ROSEMOUNT ROUNDABOUT	SKENE SQUARE	
SKENE SQUARE	GILCOMSTON STEPS	FOLLOW ON TO
GILCOMSTON STEPS	WOOLMANHILL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
WOOLMANHILL ROUNDABOUT	DENBURN ROAD	STRAIGHT ON - 2ND EXIT

<b>DENBURN ROAD</b>	<b>WAPPING STREET</b>	<b>LEFT</b>
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<b>WAPPING STREET</b>	<b>CARMELITE STREET</b>	<b>RIGHT</b>
<b>CARMELITE STREET</b>	<b>GUILD STREET</b>	<b>RIGHT</b>
<b>GUILD STREET</b>	<b>COLLEGE STREET</b>	<b>LEFT</b>
<b>COLLEGE STREET</b>	<b>SOUTH COLLEGE STREET</b>	<b>STRAIGHT ON TO</b>
<b>SOUTH COLLEGE STREET</b>	<b>QUEEN ELIZABETH BRIDGE ROUNDAABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>QUEEN ELIZABETH BRIDGE ROUNDAABOUT</b>	<b>QUEEN ELIZABETH BRIDGE</b>	
<i>QUEEN ELIZABETH BRIDGE</i>	<i>CRAIGINCHES ROUNDAABOUT</i>	<i>STRAIGHT - 3RD EXIT</i>
<i>CRAIGINCHES ROUNDAABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WELLINGTON ROAD</i>	<i>RIGHT - DEPOT</i>



**Gold route 3**



<b>GOLD ROUTE 3</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT</i>
<i>ABBOTSWELL ROAD</i>	<i>ABBOTSWELL ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>ANDERSON DRIVE</i>	<i>FOLLOW ON TO</i>
<b>ANDERSON DRIVE</b>	<b>SEAFIELD ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>SEAFIELD ROUNDABOUT</b>	<b>ANDERSON DRIVE</b>	
<b>ANDERSON DRIVE</b>	<b>KEPPLESTONE ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>KEPPLESTONE ROUNDABOUT</b>	<b>ANDERSON DRIVE</b>	
<b>ANDERSON DRIVE</b>	<b>KINGSGATE</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>KINGSGATE</b>	<b>NORTH ANDERSON DRIVE</b>	
<b>NORTH ANDERSON DRIVE</b>	<b>LANG STRACHT</b>	<b>LEFT</b>
<b>LANG STRACHT</b>	<b>MIDDENCRAIG ROUNDABOUT</b>	<b>ROUND - 3RD EXIT</b>
<b>MIDDENCRAIG ROUNDABOUT</b>	<b>LANG STRACHT</b>	
<b>LANG STRACHT</b>	<b>SKYE ROAD</b>	<b>LEFT</b>
<b>SKYE ROAD</b>	<b>ARRAN AVENUE</b>	<b>LEFT</b>
<b>ARRAN AVENUE</b>	<b>LEWIS ROAD</b>	<b>FOLLOW ON TO</b>
<b>LEWIS ROAD</b>	<b>LANG STRACHT</b>	<b>LEFT</b>
<b>LANG STRACHT</b>	<b>NORTH ANDERSON DRIVE</b>	<b>RIGHT</b>
<b>NORTH ANDERSON DRIVE</b>	<b>KINGS CROSS ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>KINGS CROSS ROUNDABOUT</b>	<b>ANDERSON DRIVE</b>	

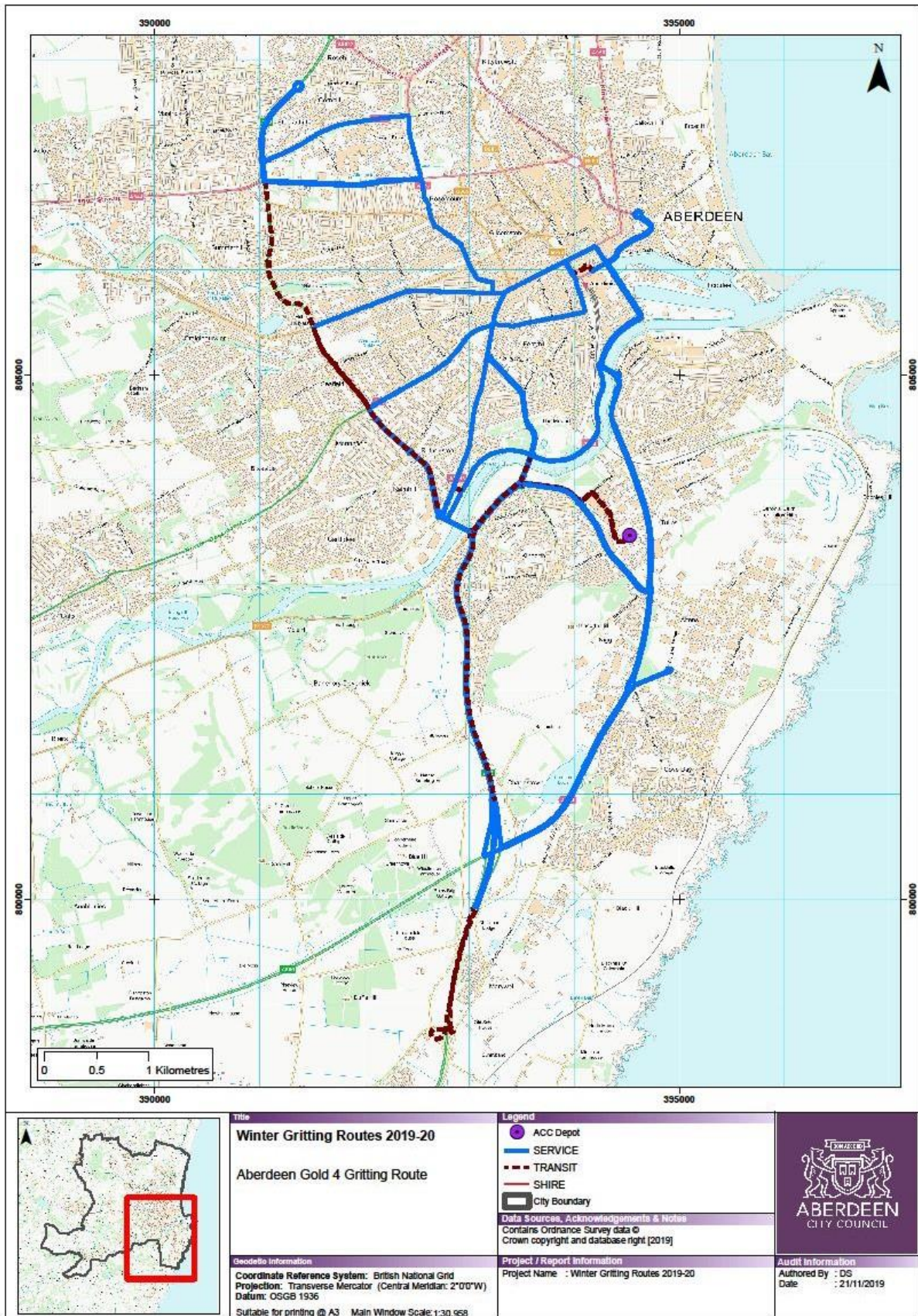
ANDERSON DRIVE	KEPPLESTONE ROUNDABOUT	STRAIGHT - 2ND EXIT
KEPPLESTONE ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	SEAFIELD ROUNDABOUT	STRAIGHT - 2ND EXIT
SEAFIELD ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	GREAT WESTERN ROAD	RIGHT
GREAT WESTERN ROAD	ST JOHNS TERRACE	FOLLOW ON TO
ST JOHNS TERRACE	NORTH DEESIDE ROAD	FOLLOW ON TO
NORTH DEESIDE ROAD	NORTH DEESIDE ROAD	TO CITY LIMIT
<i>NORTH DEESIDE ROAD</i>	<i>ANGUSTON ROAD</i>	<i>TURN RIGHT</i>
ANGUSTON ROAD	LINN MOOR ROAD	TURN RIGHT
LINN MOOR ROAD	LINN MOOR ROAD	FOLLOW LEFT
LINN MOOR ROAD	LINN MOOR SCHOOL	TURN AROUND
LINN MOOR SCHOOL	LINN MOOR ROAD	TURN LEFT
LINN MOOR ROAD	LINN MOOR ROAD	FOLLOW RIGHT
LINN MOOR ROAD	ANGUSTON ROAD	TURN LEFT
<i>ANGUSTON ROAD</i>	<i>NORTH DEESIDE ROAD</i>	<i>TURN LEFT</i>
NORTH DEESIDE ROAD	NORTH DEESIDE ROAD	TO CITY LIMIT
NORTH DEESIDE ROAD	AWPR	LEFT
AWPR	AWPR	ROUND - 3RD EXIT
AWPR	NORTH DEESIDE ROAD	RIGHT
<i>NORTH DEESIDE ROAD</i>	<i>MALCOLM ROAD</i>	<i>RIGHT</i>
MALCOLM ROAD	PETERCULTER - KIRKTON OF SKENE ROAD	FOLLOW ON TO
PETERCULTER - KIRKTON OF SKENE ROAD	B979	TO CITY LIMIT
<i>B979</i>	<i>CARNIE ROUNDABOUT</i>	<i>ROUND - 3RD EXIT</i>
<i>CARNIE ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>"TOTAL" ROUNDABOUT</i>	<i>STRAIGHT - 3RD EXIT</i>
<i>"TOTAL" ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>B9119 ROUNDABOUT 'TAQA'</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>B9119 ROUNDABOUT 'TAQA'</i>	<i>B9119</i>	
<i>B9119</i>	<i>B9119 ROUNDABOUT AT PROSPECT ROAD</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>B9119 ROUNDABOUT AT PROSPECT ROAD</i>	<i>B9119 TO CITY BOUNDARY</i>	
<i>B9119 TO CITY BOUNDARY</i>	<i>TARLAND ROAD</i>	<i>TO CITY LIMIT</i>
TARLAND ROAD	SKENE ROAD TO CITY BOUNDARY	LEFT
SKENE ROAD TO CITY BOUNDARY	A944	FOLLOW ON TO



A944	A944 ROUNDABOUT AT WESTHILL DRIVE	ROUND - 4TH EXIT
A944 ROUNDABOUT AT WESTHILL DRIVE	A944 TO CITY BOUNDARY	
A944 TO CITY BOUNDARY	SKENE ROAD	FOLLOW ON TO
SKENE ROAD	AWPR ROUNDABOUT	STRAIGHT - 3RD EXIT
AWPR ROUNDABOUT	SKENE ROAD	
SKENE ROAD	KINGSWELLS ROUNDABOUT	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	CHAPEL OF STONEYWOOD - FAIRLEY ROAD	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	AWPR ROUNDABOUT	LEFT - 1ST EXIT
AWPR ROUNDABOUT	AWPR ACCESS ROAD	
AWPR ACCESS ROAD	AWPR ACCESS ROAD	TURN
AWPR ACCESS ROAD	AWPR ROUNDABOUT	RIGHT - 2ND EXIT
AWPR ROUNDABOUT	CHAPEL OF STONEYWOOD - FAIRLEY ROAD	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	KINGSWELLS ROUNDABOUT	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	SKENE ROAD	LEFT - 1ST EXIT
SKENE ROAD	MIDDENCRAIG ROUNDABOUT	ROUND - 3RD EXIT
MIDDENCRAIG ROUNDABOUT	SKENE ROAD	
SKENE ROAD	KINGSWELLS ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGSWELLS ROUNDABOUT	SKENE ROAD	
SKENE ROAD	AWPR ROUNDABOUT	STRAIGHT - 2ND EXIT
AWPR ROUNDABOUT	SKENE ROAD	
SKENE ROAD	SKENE ROAD TO CITY BOUNDARY	FOLLOW ON TO
SKENE ROAD TO CITY BOUNDARY	A944	FOLLOW ON TO
A944	A944 ROUNDABOUT AT WESTHILL DRIVE	ROUND - 4TH EXIT
A944 ROUNDABOUT AT WESTHILL DRIVE	A944 TO CITY BOUNDARY	
A944 TO CITY BOUNDARY	SKENE ROAD	FOLLOW ON TO
SKENE ROAD	AWPR ROUNDABOUT	STRAIGHT - 3RD EXIT
AWPR ROUNDABOUT	SKENE ROAD	
SKENE ROAD	KINGSWELL ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGSWELL ROUNDABOUT	SKENE ROAD	
SKENE ROAD	MIDDENCRAIG ROUNDABOUT	STRAIGHT - 2ND EXIT
MIDDENCRAIG ROUNDABOUT	SKENE ROAD	
SKENE ROAD	CREMATORIUM LOOP	RIGHT

<b>CREMATORIUM LOOP</b>	<b>SKENE ROAD</b>	<b>RIGHT</b>
<b>SKENE ROAD</b>	<b>QUEENS ROAD</b>	<b>FOLLOW ON TO</b>
<b>QUEENS ROAD</b>	<b>PROVOST GRAHAM AVENUE BUS LOOP</b>	<b>RIGHT</b>
<b>PROVOST GRAHAM AVENUE BUS LOOP</b>	<b>QUEENS ROAD</b>	<b>RIGHT</b>
<b>QUEENS ROAD</b>	<b>HAZLEHEAD ROUNDABOUT</b>	<b>COMPLETE - 2ND EXIT</b>
<b>HAZLEHEAD ROUNDABOUT</b>	<b>QUEENS ROAD</b>	
<b>QUEENS ROAD</b>	<b>KEPPLESTONE ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<i>KEPPLESTONE ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	<i>RIGHT - 3RD EXIT</i>
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	<i>FOLLOW ON TO</i>
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>STONEHAVEN ROAD</i>	<i>GREAT SOUTHERN ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<i>LEFT</i>

**Gold route 4**



<b>GOLD ROUTE 4</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT</i>
<i>ABBOTSWELL ROAD</i>	<i>ABBOTSWELL ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<b>WEST TULLOS ROAD</b>	<b>NIGG ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>NIGG ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>CRAIGINCHES ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>CRAIGINCHES ROUNDABOUT</b>	<b>QUEEN ELIZABETH BRIDGE</b>	
<b>QUEEN ELIZABETH BRIDGE</b>	<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	<b>NORTH ESPLANADE WEST</b>	
<b>NORTH ESPLANADE WEST</b>	<b>MARKET STREET</b>	<b>LEFT</b>
<b>MARKET STREET</b>	<b>UNION STREET</b>	<b>LEFT</b>
<b>UNION STREET</b>	<b>BRIDGE STREET</b>	<b>LEFT</b>
<b>BRIDGE STREET</b>	<b>WAPPING STREET</b>	<b>LEFT</b>
<i>WAPPING STREET</i>	<i>CARMELITE STREET</i>	<i>RIGHT</i>
<i>CARMELITE STREET</i>	<i>GUILD STREET</i>	<i>LEFT</i>
<b>GUILD STREET</b>	<b>TRINITY QUAY</b>	<b>STRAIGHT ON</b>
<b>TRINITY QUAY</b>	<b>VIRGINIA STREET</b>	<b>STRAIGHT ON</b>
<b>VIRGINIA STREET</b>	<b>COMMERCE STREET</b>	<b>LEFT</b>
<b>COMMERCE STREET</b>	<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>COMPLETE - 5TH EXIT</b>
<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>COMMERCE STREET</b>	
<b>COMMERCE STREET</b>	<b>VIRGINIA STREET</b>	<b>RIGHT</b>
<b>VIRGINIA STREET</b>	<b>TRINITY QUAY</b>	<b>FOLLOW ON TO</b>
<b>TRINITY QUAY</b>	<b>MARKET STREET</b>	<b>LEFT</b>
<b>MARKET STREET</b>	<b>NORTH ESPLANADE WEST</b>	<b>RIGHT</b>
<b>NORTH ESPLANADE WEST</b>	<b>QUEEN ELIZABETH BRIDGE</b>	<b>LEFT - 1ST EXIT</b>
<b>QUEEN ELIZABETH BRIDGE</b>	<b>WELLINGTON ROAD</b>	<b>ROUND - 3RD EXIT</b>
<b>WELLINGTON ROAD</b>	<b>NIGG ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>NIGG ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>ALTENS ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>ALTENS ROUNDABOUT</b>	<b>SOUTER HEAD ROAD</b>	
<b>SOUTER HEAD ROAD</b>	<b>ALTENS ROUNDABOUT</b>	<b>COMPLETE AND RETURN TO</b>
<b>ALTENS ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	<b>LEFT - 2ND EXIT</b>

WELLINGTON ROAD	STONEHAVEN ROAD - A92 NORTH	RIGHT
STONEHAVEN ROAD - A92 NORTH	BRIDGE OF DEE ROUNDABOUT	STRAIGHT ON - 2ND EXIT
BRIDGE OF DEE ROUNDABOUT	STONEHAVEN ROAD	
STONEHAVEN ROAD	GARTHDEE ROUNDABOUT	COMPLETE - 4TH EXIT
GARTHDEE ROUNDABOUT	STONEHAVEN ROAD	
STONEHAVEN ROAD	BRIDGE OF DEE ROUNDABOUT	STRAIGHT ON - 2ND EXIT
BRIDGE OF DEE ROUNDABOUT	STONEHAVEN ROAD - A92 SOUTH	
STONEHAVEN ROAD - A92 SOUTH	STONEHAVEN ROAD - A92 SOUTH	UNDER OVERPASS
STONEHAVEN ROAD - A92 SOUTH	STONEHAVEN ROAD - MARYWELL JUNCTION	TAKE SLIP ROAD AND RETURN ON NORTH CARRIAGEWAY
STONEHAVEN ROAD - A92 NORTH	BRIDGE OF DEE ROUNDABOUT	RIGHT LANE
STONEHAVEN ROAD - A92 NORTH	BRIDGE OF DEE ROUNDABOUT	ROUND - 4TH EXIT
BRIDGE OF DEE ROUNDABOUT	STONEHAVEN ROAD - A92 SOUTH	ROUND - 4TH EXIT
STONEHAVEN ROAD - A92 SOUTH	STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD	LEAVE AT A92 SLIP ROAD
STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD	WELLINGTON ROAD	LEFT
WELLINGTON ROAD	ALTENS ROUNDABOUT	STRAIGHT ON - 2ND EXIT
ALTENS ROUNDABOUT	WELLINGTON ROAD	
WELLINGTON ROAD	NIGG ROUNDABOUT	LEFT - 1ST EXIT
NIGG ROUNDABOUT	WEST TULLOS ROAD	
WEST TULLOS ROAD	ABBOTSWELL ROUNDABOUT	STRAIGHT ON - 1ST EXIT
ABBOTSWELL ROUNDABOUT	WEST TULLOS ROAD	
WEST TULLOS ROAD	KING GEORGE VI ROUNDABOUT	STRAIGHT ON - 2ND EXIT
KING GEORGE VI ROUNDABOUT	GREAT SOUTHERN ROAD	
GREAT SOUTHERN ROAD	BRIDGE OF DEE ROUNDABOUT	ROUND - 4TH EXIT
BRIDGE OF DEE ROUNDABOUT	GREAT SOUTHERN ROAD	ROUND - 4TH EXIT
GREAT SOUTHERN ROAD	KING GEORGE VI BRIDGE ROUNDABOUT	LEFT - 1ST EXIT
KING GEORGE VI BRIDGE ROUNDABOUT	KING GEORGE VI BRIDGE	
KING GEORGE VI BRIDGE	DUTHIE PARK ROUNDABOUT	COMPLETE - 4TH EXIT
DUTHIE PARK ROUNDABOUT	KING GEORGE VI BRIDGE	
KING GEORGE VI BRIDGE	KING GEORGE VI ROUNDABOUT	LEFT - 1ST EXIT

<b>KING GEORGE VI ROUNDABOUT</b>	<b>WEST TULLOS ROAD</b>	
<b>WEST TULLOS ROAD</b>	<b>ABBOTSWELL ROUNDABOUT</b>	<b>ROUND - 3RD EXIT</b>
<b>ABBOTSWELL ROUNDABOUT</b>	<b>WEST TULLOS ROAD</b>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>KING GEORGE VI BRIDGE</i>	
<i>KING GEORGE VI BRIDGE</i>	<i>DUTHIE PARK ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>DUTHIE PARK ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<b>GREAT SOUTHERN ROAD</b>	<b>WHINHILL ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>WHINHILL ROUNDABOUT</b>	<b>GREAT SOUTHERN ROAD</b>	
<b>GREAT SOUTHERN ROAD</b>	<b>HOLBURN ROUNDABOUT</b>	<b>COMPLETE - 4TH EXIT</b>
<b>HOLBURN ROUNDABOUT</b>	<b>GREAT SOUTHERN ROAD</b>	
<b>GREAT SOUTHERN ROAD</b>	<b>WHINHILL ROUNDABOUT</b>	<b>RIGHT - 2ND EXIT</b>
<b>WHINHILL ROUNDABOUT</b>	<b>GREAT SOUTHERN ROAD</b>	
<b>GREAT SOUTHERN ROAD</b>	<b>DUTHIE PARK ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>DUTHIE PARK ROUNDABOUT</b>	<b>RIVERSIDE DRIVE</b>	
<b>RIVERSIDE DRIVE</b>	<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	<b>RIVERSIDE DRIVE</b>	
<b>RIVERSIDE DRIVE</b>	<b>DUTHIE PARK ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>DUTHIE PARK ROUNDABOUT</b>	<b>RIVERSIDE DRIVE</b>	
<b>RIVERSIDE DRIVE</b>	<b>HOLBURN STREET</b>	<b>LEFT</b>
<b>HOLBURN STREET</b>	<b>GARTHDEE ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<i>GARTHDEE ROUNDABOUT</i>	<i>RIVERSIDE DRIVE</i>	<i>LEFT - 1ST EXIT</i>
<b>RIVERSIDE DRIVE</b>	<b>RIVERSIDE DRIVE</b>	<b>LEFT</b>
<i>RIVERSIDE DRIVE</i>	<i>HOLBURN STREET</i>	<i>RIGHT</i>
<b>HOLBURN STREET</b>	<b>HOLBURN ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>HOLBURN ROUNDABOUT</b>	<b>HOLBURN STREET</b>	
<b>HOLBURN STREET</b>	<b>ALFORD PLACE</b>	<b>LEFT</b>
<b>ALFORD PLACE</b>	<b>ALBYN PLACE</b>	<b>FOLLOW ON TO</b>
<b>ALBYN PLACE</b>	<b>QUEENS CROSS</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>QUEENS CROSS</b>	<b>QUEENS ROAD</b>	
<b>QUEENS ROAD</b>	<b>QUEENS GATE</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>QUEENS GATE</b>	<b>QUEENS ROAD</b>	
<b>QUEENS ROAD</b>	<b>KEPPLESTONE ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>KEPPLESTONE ROUNDABOUT</b>	<b>ANDERSON DRIVE</b>	
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>

SEAFIELD ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	SOUTH ANDERSON DRIVE	FOLLOW ON TO
SOUTH ANDERSON DRIVE	BROOMHILL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
BROOMHILL ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	GARTHDEE ROUNDABOUT	ROUND - 4TH EXIT
GARTHDEE ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	BROOMHILL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
BROOMHILL ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	GREAT WESTERN ROAD A93	RIGHT
GREAT WESTERN ROAD A93	WILLOWBANK ROAD	STRAIGHT ON
WILLOWBANK ROAD	SPRINGBANK TERRACE	FOLLOW ON TO
SPRINGBANK TERRACE	WELLINGTON PLACE	STRAIGHT ON
WELLINGTON PLACE	SOUTH COLLEGE STREET	LEFT
SOUTH COLLEGE STREET	COLLEGE STREET	FOLLOW ON TO
COLLEGE STREET	BRIDGE STREET	BEAR LEFT
BRIDGE STREET	UNION STREET	LEFT
UNION STREET	ALFORD PLACE	BEAR RIGHT
ALFORD PLACE	VICTORIA STREET	RIGHT
VICTORIA STREET	WAVERLEY PLACE	LEFT
WAVERLEY PLACE	ALBERT STREET	FOLLOW ON TO
ALBERT STREET	CRAIGIE LOANINGS	STRAIGHT ON
CRAIGIE LOANINGS	WESTFIELD ROAD	FOLLOW ON TO
WESTFIELD ROAD	ARGYLL PLACE	STRAIGHT ON
ARGYLL PLACE	WESTBURN ROAD	LEFT
WESTBURN ROAD	NORTH ANDERSON DRIVE	RIGHT
NORTH ANDERSON DRIVE	"MURDO'S" ROUNDABOUT	ROUND - 5TH EXIT
"MURDO'S" ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	WESTBURN ROAD	LEFT
STREET	TO	DIRECTION
WESTBURN ROAD	WESTBURN DRIVE	LEFT
WESTBURN DRIVE	ASHGROVE ROAD WEST	LEFT
ASHGROVE ROAD WEST	NORTH ANDERSON DRIVE	LEFT
NORTH ANDERSON DRIVE	KINGS CROSS	STRAIGHT ON - 2ND EXIT
KINGS CROSS	ANDERSON DRIVE	
ANDERSON DRIVE	KEPPLESTONE ROUNDABOUT	STRAIGHT ON - 2ND EXIT
KEPPLESTONE ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	SEAFIELD ROUNDABOUT	STRAIGHT ON - 2ND EXIT

<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	<i>FOLLOW ON TO</i>
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>KING GEORGE VI ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>ABBOTSWELL ROAD</i>	
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<i>LEFT</i>

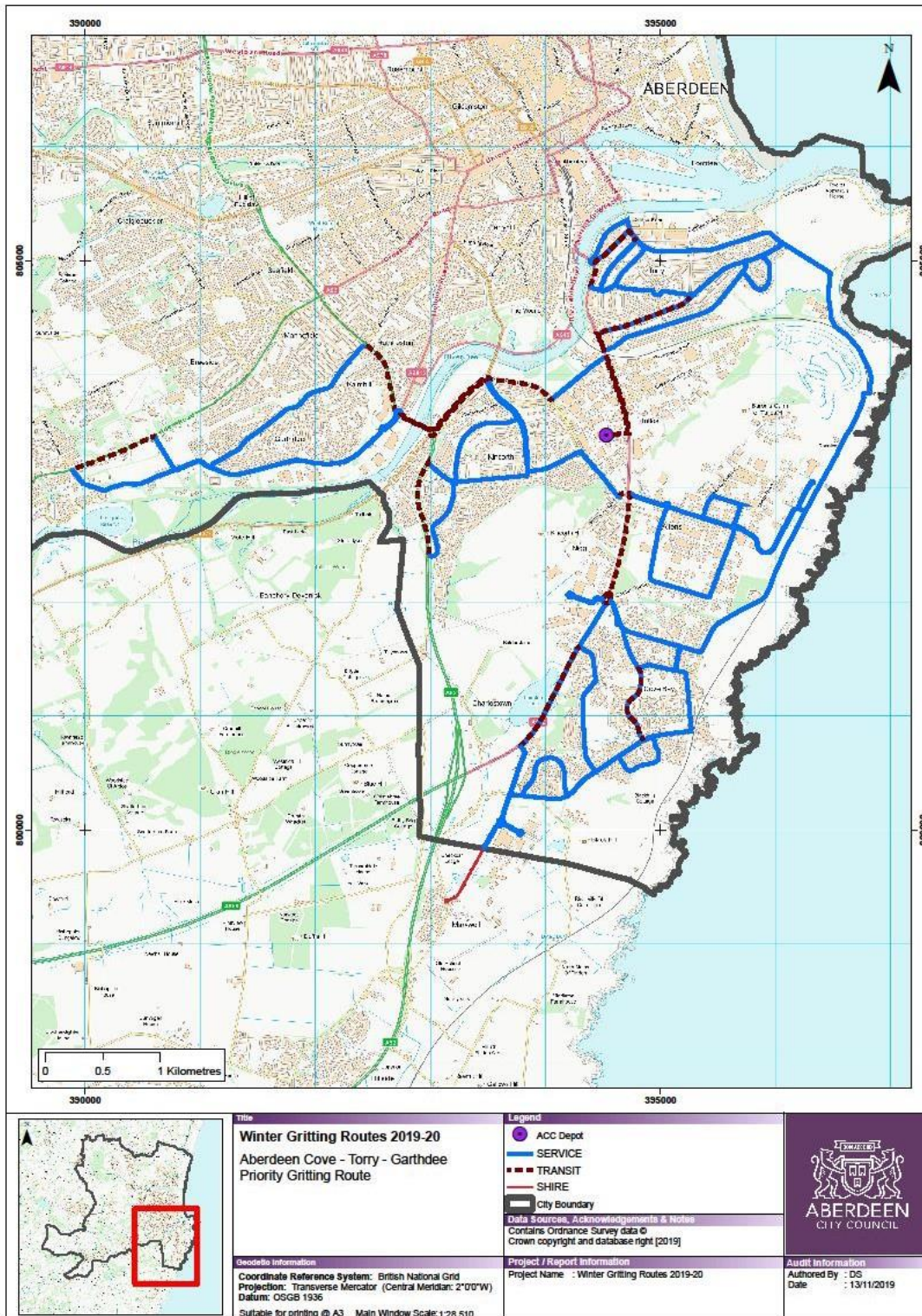


**(b) Priority 1, Silver routes**

The following described routes (numbered 5-10) cover Priority 1 Silver routes within the City and are to be treated between 04.45 and 21.00.

<b>Bold Text – Treat</b>	<i>Italic - Run</i>	<b>Traffic Calming</b>
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**Silver route 5**



<b>SILVER ROUTE 5</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>CRAIGSHAW DRIVE</i>	<i>WELLINGTON ROAD</i>	<i>LEFT</i>
<i>WELLINGTON ROAD</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT</i>
<b>ABBOTSWELL ROAD</b>	<b>ABBOTSWELL ROUNDABOUT</b>	<b>RIGHT - 2ND EXIT</b>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	<i>RIGHT - 2ND EXIT</i>
<i>WEST TULLOS ROAD</i>	<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>GARTHDEE ROAD</i>	
<b>GARTHDEE ROAD</b>	<b>ASDA ROUNDABOUT</b>	<b>COMPLETE - 3RD EXIT</b>
<b>ASDA ROUNDABOUT</b>	<b>GARTHDEE ROAD</b>	
<b>GARTHDEE ROAD</b>	<b>GARTHDEE ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<i>GARTHDEE ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	<i>LEFT - 1ST EXIT</i>
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>BROOMHILL ROUNDABOUT</i>	<i>AUCHINYELL ROAD</i>	
<b>AUCHINYELL ROAD</b>	<b>GARTHDEE ROAD</b>	<b>RIGHT</b>
<b>GARTHDEE ROAD</b>	<b>PITFODELS STATION ROAD</b>	<b>RIGHT</b>
<b>PITFODELS STATION ROAD</b>	<b>NORTH DEESIDE ROAD</b>	<b>LEFT</b>
<i>NORTH DEESIDE ROAD</i>	<i>WESTERTON ROAD</i>	<i>LEFT</i>
<b>WESTERTON ROAD</b>	<b>INCHGARTH ROAD</b>	<b>LEFT</b>
<b>INCHGARTH ROAD</b>	<b>GARTHDEE ROAD</b>	<b>STRAIGHT ON</b>
<b>GARTHDEE ROAD</b>	<b>SAINSBURYS ROUNDABOUT ROUNDABOUT</b>	<b>COMPLETE - 2ND EXIT</b>
<b>SAINSBURYS ROUNDABOUT ROUNDABOUT</b>	<b>GARTHDEE ROAD</b>	
<b>GARTHDEE ROAD</b>	<b>ASDA ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>

<b>ASDA ROUNDABOUT</b>	<b>GARTHDEE ROAD</b>	
<b>GARTHDEE ROAD</b>	<b>GARTHDEE ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>GARTHDEE ROUNDABOUT</b>	<b>STONEHAVEN ROAD</b>	
<i>STONEHAVEN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>LEFT 1ST EXIT</i>
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>PROVOST WATT DRIVE</i>	
<b>PROVOST WATT DRIVE</b>	<b>FAULDS GATE</b>	<b>RIGHT</b>
<b>FAULDS GATE</b>	<b>KINCORTH ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>KINCORTH ROUNDABOUT</b>	<b>CAIRNGORM ROAD</b>	
<b>CAIRNGORM ROAD</b>	<b>STONEHAVEN ROAD</b>	<b>LEFT</b>
<i>STONEHAVEN ROAD</i>	<i>NIGG WAY</i>	<b>LEFT</b>
<b>NIGG WAY</b>	<b>GARDNER DRIVE</b>	<b>LEFT</b>
<b>GARDNER DRIVE</b>	<b>KINCORTH ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>KINCORTH ROUNDABOUT</b>	<b>CAIRNGORM DRIVE</b>	<b>RIGHT - 3RD EXIT</b>
<b>CAIRNGORM DRIVE</b>	<b>PROVOST WATT DRIVE</b>	<b>LEFT</b>
<b>PROVOST WATT DRIVE</b>	<b>KING GEORGE VI BRIDGE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>PROVOST WATT DRIVE</i>	<i>ROUND - 4TH EXIT</i>
<b>PROVOST WATT DRIVE</b>	<b>ARBROATH WAY</b>	<b>LEFT</b>
<b>ARBROATH WAY</b>	<b>ABBOTSWELL CRESCENT</b>	<b>RIGHT</b>
<b>ABBOTSWELL CRESCENT</b>	<b>REDMOSS ROAD</b>	<b>LEFT</b>
<b>REDMOSS ROAD</b>	<b>WEST TULLOS ROAD</b>	<b>RIGHT</b>
<i>WEST TULLOS ROAD</i>	<i>NIGG ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>NIGG ROUNDABOUT</i>	<i>HARENESS ROAD</i>	
<b>HARENESS ROAD</b>	<b>CRAWPEEL ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>CRAWPEEL ROUNDABOUT</b>	<b>CRAWPEEL ROAD</b>	
<b>CRAWPEEL ROAD</b>	<b>SOUTERHEAD ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>

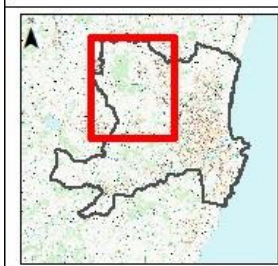
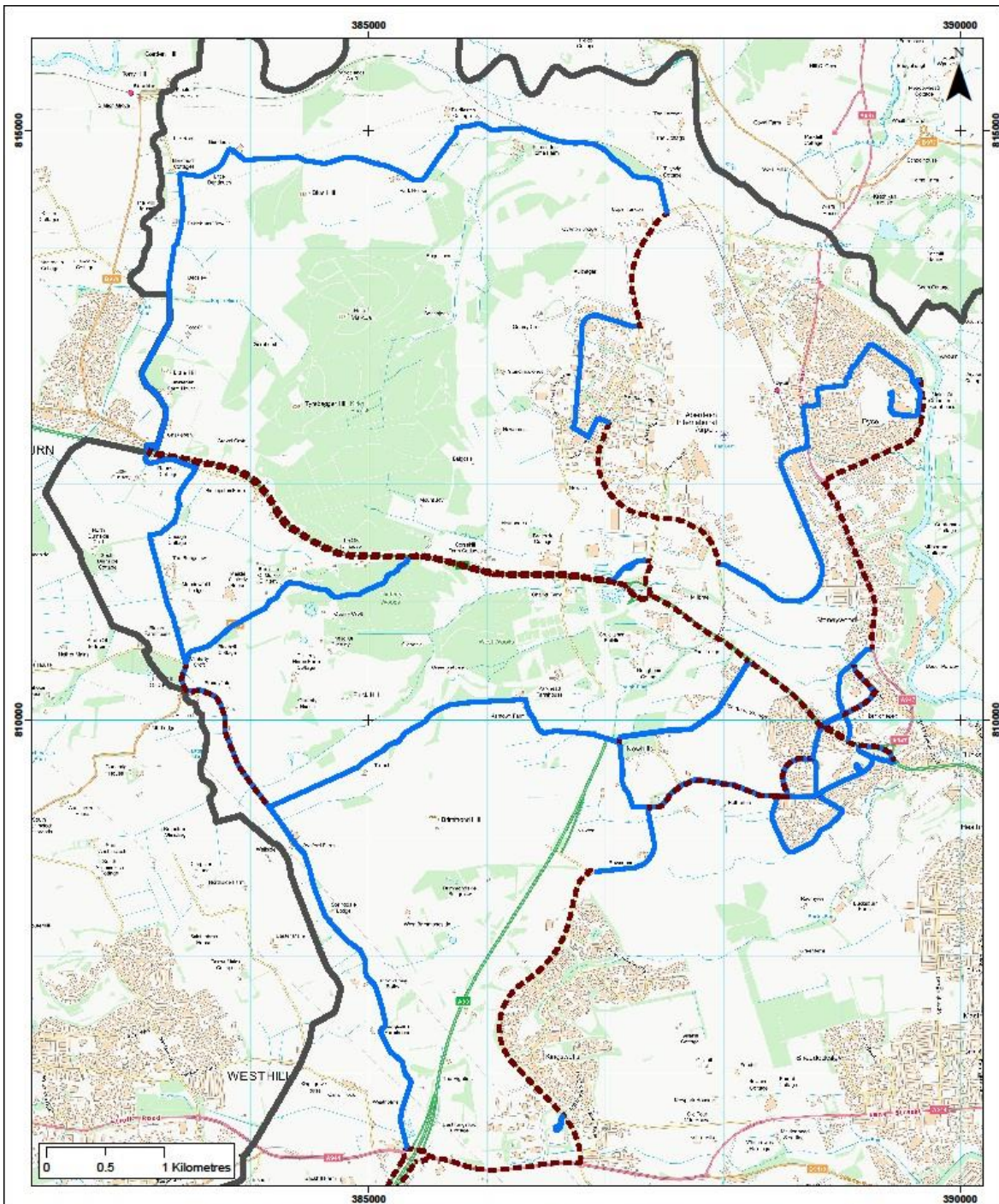
SOUTERHEAD ROUNDABOUT	SOUTERHEAD ROAD	
SOUTERHEAD ROAD	BLACKNESS ROAD	LEFT
BLACKNESS ROAD	HARENESS ROUNDABOUT	STRAIGHT ON - 2ND EXIT
HARENESS ROUNDABOUT	MINTO ROAD	
MINTO ROAD	MINTO DRIVE	LEFT
MINTO DRIVE	MINTO AVENUE	LEFT
MINTO AVENUE	HARENESS ROAD	LEFT
STREET	TO	DIRECTION
HARENESS ROAD	HARENESS ROUNDABOUT	ROUND - 4TH EXIT
HARENESS ROUNDABOUT	HARENESS ROAD	
HARENESS ROAD	CRAWPEEL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
CRAWPEEL ROUNDABOUT	HARENESS ROAD	
HARENESS ROAD	NIGG ROUNDABOUT	LEFT - 1ST EXIT
<i>NIGG ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>WELLINGTON ROAD</i>	<i>ALTENS ROUNDABOUT</i>	<i>RIGHT - 4TH EXIT</i>
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON CIRCLE</i>	
WELLINGTON CIRCLE	WELLINGTON CIRCLE	LEFT
WELLINGTON CIRCLE	WELLINGTON CIRCLE IKEA ROUNDABOUT	RIGHT - 4TH EXIT
WELLINGTON CIRCLE IKEA ROUNDABOUT	WELLINGTON CIRCLE	
WELLINGTON CIRCLE	WELLINGTON CIRCLE	RIGHT
WELLINGTON CIRCLE	ALTENS ROUNDABOUT	RIGHT - 4TH EXIT
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	<i>RIGHT - 4TH EXIT</i>
WELLINGTON ROAD	WELLINGTON ROAD	LEFT
WELLINGTON ROAD	COVE ROAD	LEFT
COVE ROAD	CHARLESTON DRIVE	LEFT
<b>CHARLESTON DRIVE</b>	COVE ROAD	LEFT
COVE ROAD	CHARLESTON ROAD	LEFT
CHARLESTON ROAD	CHARLESTON ROAD NORTH	LEFT
CHARLESTON ROAD NORTH	WELLINGTON ROAD	LEFT
<i>WELLINGTON ROAD</i>	<i>WELLINGTON ROAD</i>	LEFT
WELLINGTON ROAD	GATEWAY ROUNDABOUT	LEFT 1ST EXIT
GATEWAY ROUNDABOUT	GATEWAY DRIVE	
GATEWAY DRIVE	CHARLESTON MOSS ROUNDABOUT	COMPLETE - 4TH EXIT

<b>CHARLESTON MOSS ROUNDABOUT</b>	<b>GATEWAY DRIVE</b>	
<b>GATEWAY DRIVE</b>	<b>GATEWAY ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>GATEWAY ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>WELLINGTON ROAD</b>	<b>CITY LIMIT</b>
<i>WELLINGTON ROAD</i>	<i>ROUNDABOUT</i>	<i>ROUND 4TH EXIT</i>
<i>ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>WELLINGTON ROAD</i>	<i>TO CITY LIMIT</i>
<b>WELLINGTON ROAD</b>	<b>GATEWAY ROUNDABOUT</b>	<b>STRAIGHT ON - 1ST EXIT</b>
<b>GATEWAY ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>COVE ROAD</b>	<b>RIGHT</b>
<b>COVE ROAD</b>	<b>COVE CRESCENT</b>	<b>RIGHT - 2ND ENTRANCE</b>
<b>COVE CRESCENT</b>	<b>COVE ROAD</b>	<b>RIGHT</b>
<b>COVE ROAD</b>	<b>EARN HEUGH ROAD</b>	<b>LEFT</b>
<b>EARN HEUGH ROAD</b>	<b>LANGDYKES ROAD</b>	<b>LEFT</b>
<b>LANGDYKES ROAD</b>	<b>HYDROGEN STATION</b>	<b>LEFT</b>
<b>HYDROGEN STATION</b>	<b>LANGDYKES ROAD</b>	<b>LEFT</b>
<b>LANGDYKES ROAD</b>	<b>ALTENS ROUNDABOUT</b>	<b>ROUND - 5TH EXIT</b>
<i>ALTENS ROUNDABOUT</i>	<i>LANGDYKES ROAD</i>	<i>ROUND - 5TH EXIT</i>
<b>LANGDYKES ROAD</b>	<b>LORISTON ROAD</b>	<b>RIGHT</b>
<b>LORISTON ROAD</b>	<b>COVE ROAD</b>	<b>RIGHT</b>
<b>COVE ROAD</b>	<b>EARN HEUGH ROAD</b>	<b>RIGHT</b>
<i>EARN HEUGH ROAD</i>	<i>LORISTON AVENUE</i>	<i>RIGHT</i>
<b>LORISTON AVENUE</b>	<b>LORISTON ROAD</b>	<b>LEFT</b>
<b>LORISTON ROAD</b>	<b>LANGDYKES ROAD</b>	<b>RIGHT</b>
<b>LANGDYKES ROAD</b>	<b>COAST ROAD</b>	<b>LEFT</b>
<b>COAST ROAD</b>	<b>HARENESS ROAD</b>	<b>LEFT</b>
<b>HARENESS ROAD</b>	<b>HARENESS ROUNDABOUT</b>	<b>ROUND 4TH EXIT</b>
<b>HARENESS ROUNDABOUT</b>	<b>HARENESS ROAD</b>	
<b>HARENESS ROAD</b>	<b>HARENESS PLACE</b>	<b>LEFT</b>
<b>HARENESS PLACE</b>	<b>TURN POINT</b>	<b>ROUND</b>
<b>TURN POINT</b>	<b>HARENESS PLACE</b>	<b>ROUND</b>
<b>HARENESS PLACE</b>	<b>HARENESS ROAD</b>	<b>LEFT</b>
<b>HARENESS ROAD</b>	<b>COAST ROAD</b>	<b>LEFT</b>
<b>COAST ROAD</b>	<b>ST FITTICKS ROAD</b>	<b>LEFT</b>

ST FITTICKS ROAD	BALNAGASK ROAD	LEFT
BALNAGASK ROAD	WELLINGTON ROAD	LEFT
<i>WELLINGTON ROAD</i>	<i>GIRDLENESS ROAD</i>	<i>LEFT</i>
GIRDLENESS ROAD	BALNAGASK ROAD	RIGHT
BALNAGASK ROAD	BALNAGASK CIRCLE	RIGHT
<b>BALNAGASK CIRCLE</b>	GIRDLENESS ROAD	RIGHT
GIRDLENESS ROAD	BALNAGASK ROAD	RIGHT
BALNAGASK ROAD	ST FITTICKS ROAD	LEFT
ST FITTICKS ROAD	VICTORIA ROAD	LEFT
VICTORIA ROAD	MENZIES ROAD	LEFT
STREET	TO	DIRECTION
MENZIES ROAD	CRAIG PLACE	FOLLOW ON TO
CRAIG PLACE	CRAIGINCHES ROUNDABOUT	ROUND - 3RD EXIT
CRAIGINCHES ROUNDABOUT	SOUTH ESPLANADE WEST	
SOUTH ESPLANADE WEST	VICTORIA ROAD	RIGHT
VICTORIA ROAD	GRAMPIAN ROAD	RIGHT
GRAMPIAN ROAD	GRAMPIAN PLACE	RIGHT
GRAMPIAN PLACE	WALKER ROAD	RIGHT
WALKER ROAD	VICTORIA ROAD	LEFT
<i>VICTORIA ROAD</i>	<i>MENZIES ROAD</i>	<i>LEFT</i>
<i>MENZIES ROAD</i>	<i>CRAIG PLACE</i>	<i>FOLLOW ON TO</i>
<i>CRAIG PLACE</i>	<i>CRAIGINCHES ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>CRAIGINCHES ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>GRAMPIAN PLACE</i>	<i>LEFT</i>
GRAMPIAN PLACE	TULLOS CIRCLE	RIGHT
TULLOS CIRCLE	TULLOS PLACE	STRAIGHT ON - 2ND EXIT
TULLOS PLACE	ROUNDABOUT	COMPLETE - 3RD EXIT
ROUNDABOUT	BALNAGASK ROAD	
<i>BALNAGASK ROAD</i>	<i>WELINGTON ROAD</i>	<i>LEFT</i>
<i>WELINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<i>RIGHT</i>



**Silver route 6**



**Title**  
**Winter Gritting Routes 2019-20**  
 Aberdeen Dyce - Clinterty -  
 Pitmedden Road - Tyrebagger Road  
 Priority Gritting Route

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°00'W)  
 Datum: OSGB 1936  
 Suitable for printing @ A3 Main Window Scale: 1:30,000

**Legend**  
 ● ACC Depot  
 — SERVICE  
 - - - TRANSIT  
 — City Boundary

**Data Sources, Acknowledgements & Notes**  
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2019-20

**Aberdeen**  
 CITY COUNCIL

**Audit Information**  
 Authored By : DS  
 Date : 13/11/2019

<b>SILVER ROUTE 6</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
WEST TULLOS DEPOT	CRAIGSHAW DRIVE	LEFT
CRAIGSHAW DRIVE	WELLINGTON ROAD	RIGHT
WELLINGTON ROAD	NIGG ROUNDABOUT	STRAIGHT ON - 2ND EXIT
NIGG ROUNDABOUT	WELLINGTON ROAD	
WELLINGTON ROAD	ALTENS ROUNDABOUT	STRAIGHT ON - 3RD EXIT
ALTENS ROUNDABOUT	WELLINGTON RDAD -	
WELLINGTON RDAD -	AWPR ROUNDABOUT	RIGHT - 2ND EXIT
AWPR ROUNDABOUT	A90 NORTH	
A90 NORTH	AWPR ROUNDABOUT	LEFT A944 JUNCTION
AWPR ROUNDABOUT	SKENE ROAD	RIGHT - 4TH EXIT
SKENE ROAD	KINGSWELLS ROUNDABOUT	LEFT - 1ST EXIT
KINGSWELLS ROUNDABOUT	CHAPEL OF STONEYWOOD - FAIRLEY ROAD	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	KINGSWELLS P&R LOOP	LEFT
<b>KINGSWELLS P&amp;R LOOP</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>LEFT</b>
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	AWPR ROUNDABOUT	STRAIGHT ON - 2ND EXIT
AWPR ROUNDABOUT	CHAPEL OF STONEYWOOD - FAIRLEY ROAD	STRAIGHT ON - 2ST EXIT
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>NEWHILLS ROAD</b>	<b>RIGHT</b>
<b>NEWHILLS ROAD</b>	<b>KEPPLEHILLS ROAD</b>	<b>FOLLOW ON TO</b>
<b>KEPPLEHILLS ROAD</b>	<b>NETHERHILLS AVENUE</b>	<b>RIGHT</b>
<b>NETHERHILLS AVENUE</b>	<b>NEWHILLS AVENUE</b>	<b>RIGHT</b>
<b>NEWHILLS AVENUE</b>	<b>KEPPLEHILLS ROAD</b>	<b>RIGHT</b>
KEPPLEHILLS ROAD	SCLATTIE PARK	LEFT
<b>SCLATTIE PARK</b>	<b>KEPPLEHILLS DRIVE</b>	<b>LEFT</b>
<b>KEPPLEHILLS DRIVE</b>	<b>KEPPLEHILLS ROAD</b>	<b>LEFT</b>
<b>KEPPLEHILLS ROAD</b>	<b>BUCKSBURN ACADEMY LOOP</b>	<b>LEFT</b>
<b>BUCKSBURN ACADEMY LOOP</b>	<b>KEPPLEHILLS ROAD</b>	<b>LEFT</b>
<b>KEPPLEHILLS ROAD</b>	<b>INVERURIE ROAD</b>	<b>RIGHT</b>
<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	<b>LEFT</b>
<b>INVERURIE ROAD</b>	<b>BUCKSBURN ROUNDABOUT</b>	<b>LEFT</b>
<b>BUCKSBURN ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	<b>KEEP LEFT</b>

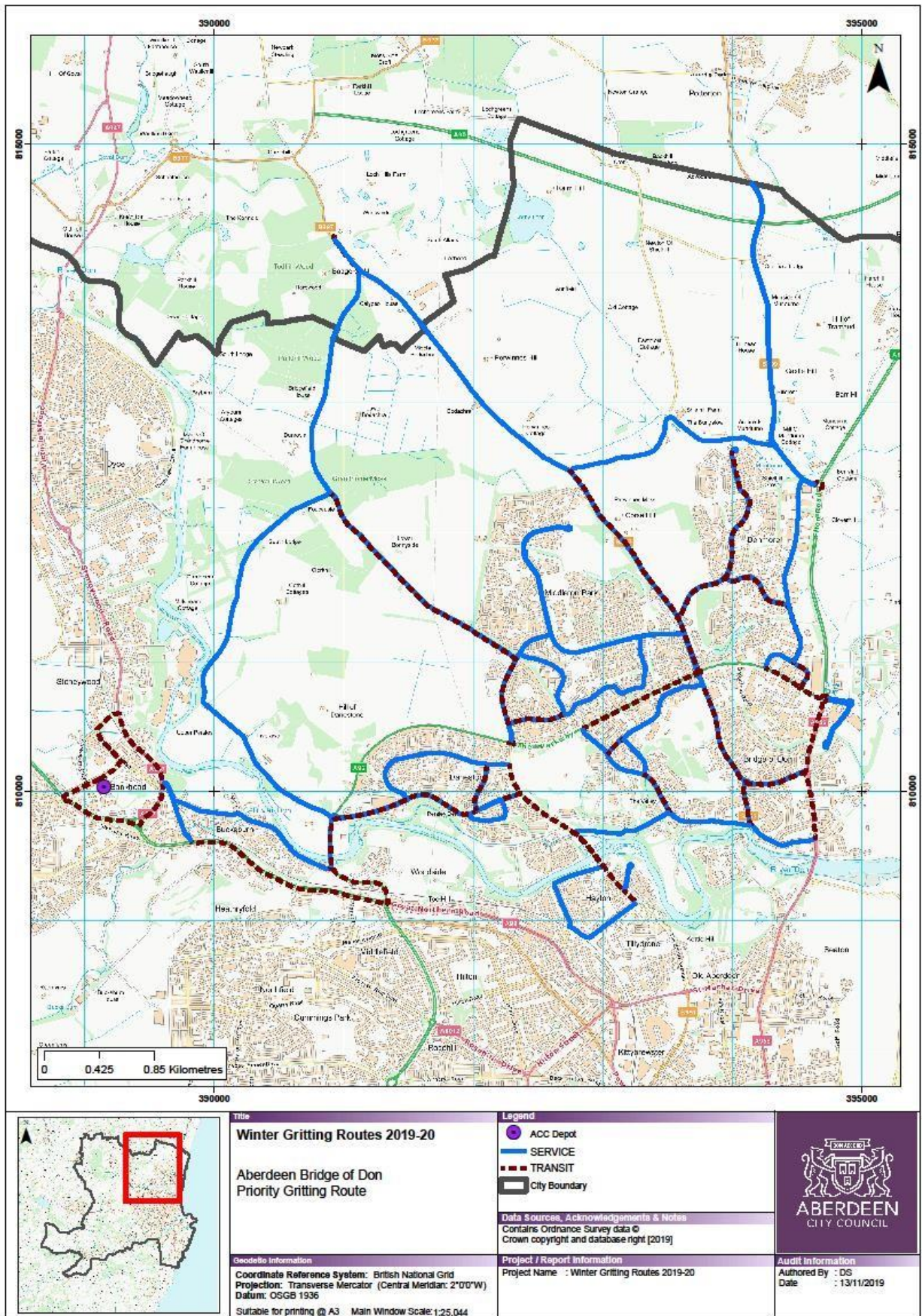


<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	<b>LEFT</b>
<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	<b>LEFT</b>
<i>INVERURIE ROAD</i>	<i>INVERURIE ROAD</i>	<i>KEEP LEFT</i>
<i>INVERURIE ROAD</i>	<i>SCLATTIE ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>SCLATTIE ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>FORRIT BRAE</i>	<i>LEFT</i>
<b>FORRIT BRAE</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>LEFT</b>
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>NEWHILLS ROAD</b>	<b>FOLLOW ON TO</b>
<b>NEWHILLS ROAD</b>	<i>KEPPLEHILLS DRIVE</i>	<i>LEFT</i>
<i>KEPPLEHILLS DRIVE</i>	<i>SCLATTIE PARK</i>	<i>LEFT</i>
<b>SCLATTIE PARK</b>	<b>SCLATTIE ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<i>SCLATTIE ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	<i>RIGHT - 3RD EXIT</i>
<i>INVERURIE ROAD</i>	<i>GREENBURN DRIVE</i>	<i>LEFT</i>
<b>GREENBURN DRIVE</b>	<b>BANKHEAD AVENUE</b>	<b>LEFT</b>
<b>BANKHEAD AVENUE</b>	<b>SCLATTIE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>SCLATTIE ROUNDABOUT</i>	<i>BANKHEAD AVENUE</i>	<i>ROUND - 4TH EXIT</i>
<b>BANKHEAD AVENUE</b>	<b>BANKHEAD ROAD</b>	<b>LEFT</b>
<b>BANKHEAD ROAD</b>	<b>GREENBURN DRIVE</b>	<b>LEFT</b>
<b>GREENBURN DRIVE</b>	<b>BANKHEAD AVENUE</b>	<b>LEFT</b>
<i>BANKHEAD AVENUE</i>	<i>BANKHEAD ROAD</i>	<i>LEFT</i>
<i>BANKHEAD ROAD</i>	<i>STONEYWOOD ROAD</i>	<i>RIGHT</i>
<b>STONEYWOOD ROAD</b>	<b>STONEYWOOD ROAD</b>	<b>LEFT</b>
<i>STONEYWOOD ROAD</i>	<i>ROUNDABOUT</i>	<i>STRAIGHT ON - 1ST EXIT</i>
<i>ROUNDABOUT</i>	<i>STONEYWOOD ROAD</i>	
<i>STONEYWOOD ROAD</i>	<i>"BP" ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>"BP" ROUNDABOUT</i>	<i>RIVERVIEW DRIVE</i>	
<i>RIVERVIEW DRIVE</i>	<i>NETHERVIEW AVENUE</i>	<i>LEFT</i>
<b>NETHERVIEW AVENUE</b>	<b>ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>ROUNDABOUT</b>	<b>DYCE SHOPPING CENTRE LOOP</b>	<b>LEFT - 1ST EXIT</b>
<b>DYCE SHOPPING CENTRE LOOP</b>	<b>ROUNDABOUT</b>	<b>FOLLOW LOOP TO ROUNDABOUT AND RETURN</b>
<b>ROUNDABOUT</b>	<b>NETHERVIEW AVENUE</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>NETHERVIEW AVENUE</b>	<b>GORDON TERRACE</b>	<b>STRAIGHT ON</b>
<b>GORDON TERRACE</b>	<b>NETHERVIEW ROAD</b>	<b>LEFT</b>
<b>NETHERVIEW ROAD</b>	<b>GLEN ROAD</b>	<b>RIGHT</b>
<b>GLEN ROAD</b>	<b>VICTORIA STREET</b>	<b>LEFT</b>

<b>VICTORIA STREET</b>	<b>FARBURN TERRACE</b>	<b>RIGHT</b>
<b>FARBURN TERRACE</b>	<b>FARBURN ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>FARBURN ROUNDABOUT</b>	<b>WELLHEADS DRIVE</b>	
<b>WELLHEADS DRIVE</b>	<b>DYCE DRIVE</b>	<b>RIGHT</b>
<i>DYCE DRIVE</i>	<i>HOWE MOSS ROAD</i>	<b>LEFT</b>
<b>HOWE MOSS ROAD</b>	<b>HOWE MOSS DRIVE</b>	<b>LEFT</b>
<b>HOWE MOSS DRIVE</b>	<b>HOWE MOSS CRESCENT</b>	<b>RIGHT</b>
<b>HOWE MOSS CRESCENT</b>	<b>HOWE MOSS AVENUE</b>	<b>RIGHT</b>
<b>HOWE MOSS AVENUE</b>	<b>DYCE DRIVE</b>	<b>LEFT</b>
<i>DYCE DRIVE</i>	<i>PITMEDDEN ROAD</i>	<b>LEFT</b>
<b>PITMEDDEN ROAD</b>	<b>CASKIEBEN ROAD</b>	<b>LEFT</b>
<b>CASKIEBEN ROAD</b>	<b>MAIN ROAD</b>	<b>LEFT</b>
<b>MAIN ROAD</b>	<b>INVERURIE ROAD</b>	<b>LEFT - 1ST EXIT</b>
<i>INVERURIE ROAD</i>	<i>AIRPORT PARK &amp; RIDE</i>	<i>LEFT SLIP AT PARK AND RIDE</i>
<b>AIRPORT PARK &amp; RIDE</b>	<b>ARGYLL ROAD</b>	<b>RIGHT</b>
<i>ARGYLL ROAD</i>	<i>AIRPORT ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>AIRPORT ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>A96 ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>A96 ROUNDABOUT</i>	<i>CLINTERTY ROAD</i>	
<b>CLINTERTY ROAD</b>	<b>CLINTERTY ROAD</b>	<b>RIGHT</b>
<b>CLINTERTY ROAD</b>	<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>RIGHT</b>
<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>BORROWSTONE ROAD</b>	<b>LEFT</b>
<b>BORROWSTONE ROAD</b>	<b>TULLUCH ROAD</b>	<b>LEFT</b>
<b>TULLUCH ROAD</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>LEFT</b>
<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>FORRIT BRAE</i>	<b>RIGHT</b>
<b>FORRIT BRAE</b>	<b>INVERURIE ROAD</b>	<b>LEFT</b>
<i>INVERURIE ROAD</i>	<i>AIRPORT ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>AIRPORT ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>CLINTERTY - TYREBAGGER ROAD</i>	<b>LEFT</b>
<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>STRAIGHT ON</b>
<i>CLINTERTY - TYREBAGGER ROAD</i>	<i>BORROWSTONE ROAD</i>	<b>LEFT</b>
<i>BORROWSTONE ROAD</i>	<i>BORROWSTONE ROAD</i>	<b>STRAIGHT ON</b>

<b>BORROWSTONE ROAD</b>	<b>AWPR ROUNDABOUT</b>	<b>LEFT - 2ND EXIT</b>
<i>AWPR ROUNDABOUT</i>	<i>A90 SOUTH</i>	<i>TO AWPR - 5TH EXIT</i>
<i>A90 SOUTH</i>	<i>AWPR ROUNDABOUT</i>	<i>TO A956</i>
<i>AWPR ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	<i>WELLINGTON ROAD</i>
<i>WELLINGTON ROAD</i>	<i>ALTENS ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>NIGG ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>NIGG ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>LEFT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<i>RIGHT</i>

**Silver route 7**



<b>SILVER ROUTE 7</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>BUCKSBURN DEPOT</i>	<i>BANKHEAD AVENUE</i>	<i>RIGHT</i>
<i>BANKHEAD AVENUE</i>	<i>BANKHEAD ROAD</i>	<i>LEFT</i>
<i>BANKHEAD ROAD</i>	<i>STONEWOOD ROAD</i>	<i>RIGHT</i>
<i>STONEWOOD ROAD</i>	<i>NEW STONEYWOOD ROAD</i>	<i>RIGHT</i>
<i>NEW STONEYWOOD ROAD</i>	<i>OLD MELDRUM ROAD</i>	<i>LEFT</i>
<b>OLD MELDRUM ROAD</b>	<b>MUGIEMOSS ROAD</b>	<i>LEFT</i>
<b>MUGIEMOSS ROAD</b>	<b>MUGIEMOSS ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<i>MUGIEMOSS ROUNDABOUT</i>	<i>PARKWAY</i>	<i>LEFT - 1ST EXIT</i>
<b>PARKWAY</b>	<b>"TESCO" ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>"TESCO" ROUNDABOUT</b>	<b>LAUREL DRIVE</b>	
<b>LAUREL DRIVE</b>	<b>FAIRVIEW STREET</b>	<b>LEFT</b>
<b>FAIRVIEW STREET</b>	<b>FAIRVIEW BRAE</b>	<b>RIGHT</b>
<b>FAIRVIEW BRAE</b>	<b>LAUREL DRIVE</b>	<b>RIGHT</b>
<b>LAUREL DRIVE</b>	<b>LAUREL PLACE</b>	<b>LEFT</b>
<b>LAUREL PLACE</b>	<b>LAUREL DRIVE</b>	<b>LEFT</b>
<b>LAUREL DRIVE</b>	<b>FAIRVIEW BRAE</b>	<b>RIGHT</b>
<b>FAIRVIEW BRAE</b>	<b>FAIRVIEW STREET</b>	<b>RIGHT</b>
<b>FAIRVIEW STREET</b>	<b>GORDON BRAE</b>	<b>RIGHT</b>
<b>GORDON BRAE</b>	<b>LAUREL DRIVE</b>	<b>RIGHT</b>
<b>LAUREL DRIVE</b>	<b>"TESCO" ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>"TESCO" ROUNDABOUT</b>	<b>UPPER PERSLEY ROAD</b>	
<b>UPPER PERSLEY ROAD</b>	<b>WHITESTRIPES ROAD</b>	<b>RIGHT</b>
<b>WHITESTRIPES ROAD</b>	<b>WHITESTRIPES AVENUE</b>	<b>LEFT</b>
<b>WHITESTRIPES AVENUE</b>	<b>JESMOND AVENUE NORTH</b>	<b>RIGHT</b>
<b>JESMOND AVENUE NORTH</b>	<b>VALENTINE ROAD</b>	<b>RIGHT</b>
<b>VALENTINE ROAD</b>	<b>WHITESTRIPES AVENUE</b>	<b>LEFT</b>
<b>WHITESTRIPES AVENUE</b>	<b>DANESTONE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>DANESTONE ROUNDABOUT</i>	<i>WHITESTRIPES AVENUE</i>	<i>ROUND - 4TH EXIT</i>
<b>WHITESTRIPES AVENUE</b>	<b>JESMOND DRIVE</b>	<b>LEFT</b>
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	<b>TO BUS TURN POINT</b>
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	<b>INTO BUS TURN POINT</b>
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	<b>LEFT</b>
<b>JESMOND DRIVE</b>	<b>SCOTSTOWN ROAD</b>	<b>RIGHT</b>
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>

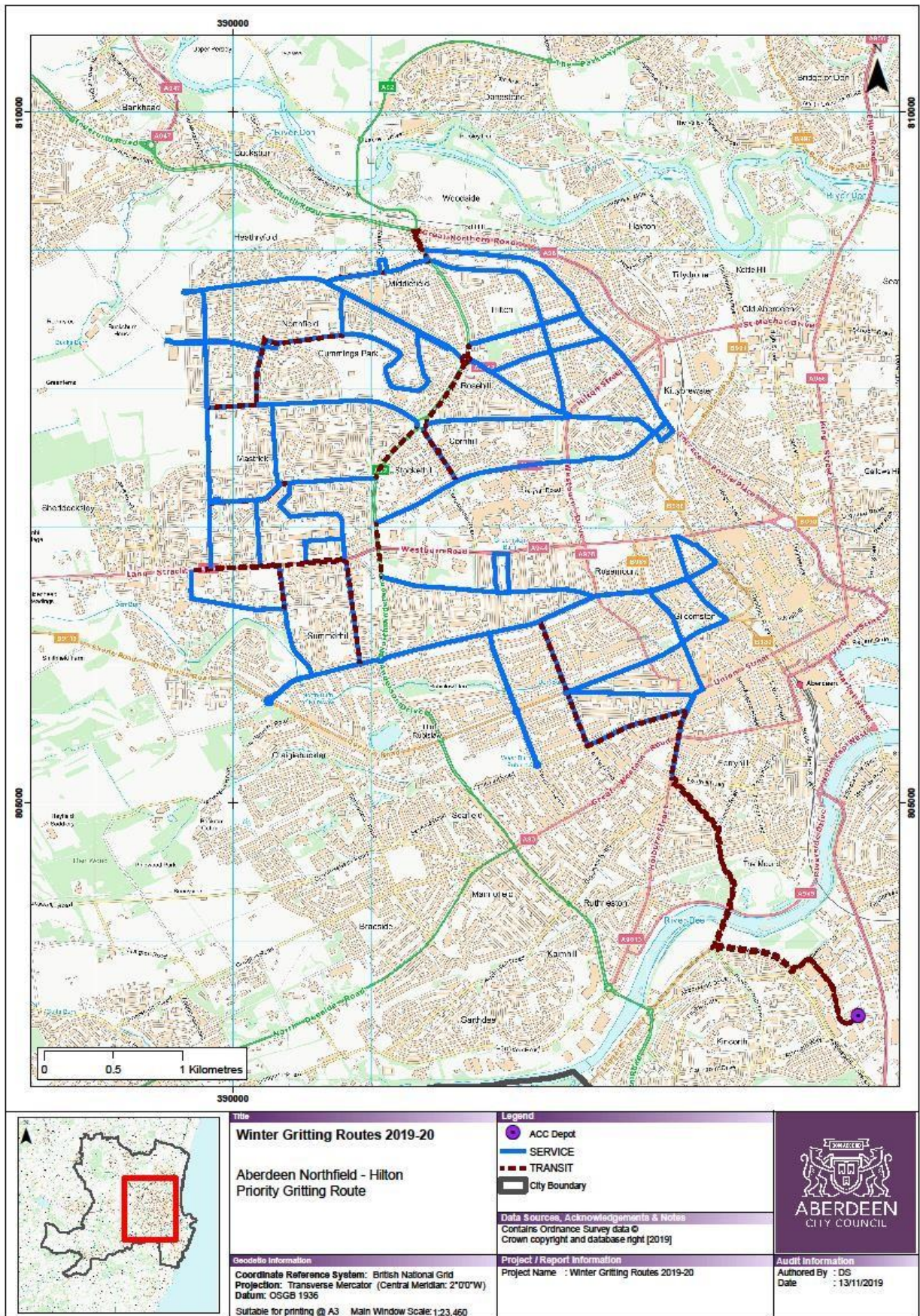
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	<i>ROUND - 4TH EXIT</i>
<b>SCOTSTOWN ROAD</b>	<b>JESMOND DRIVE</b>	<b>LEFT</b>
<b>JESMOND DRIVE</b>	<b>JESMOND AVENUE</b>	<b>LEFT</b>
<b>JESMOND AVENUE</b>	<b>VALENTINE ROAD</b>	<b>FOLLOW ON TO</b>
<i>VALENTINE ROAD</i>	<i>WHITESTRIPES AVENUE</i>	<i>RIGHT</i>
<i>WHITESTRIPES AVENUE</i>	<i>WHITESTRIPES ROAD</i>	<i>LEFT</i>
<i>WHITESTRIPES ROAD</i>	<i>WHITESTRIPES ROAD</i>	<i>FOLLOW ON TO</i>
<b>WHITESTRIPES ROAD</b>	<b>SCOTSTOWN ROAD</b>	<b>LEFT</b>
<i>SCOTSTOWN ROAD</i>	<i>TURN POINT</i>	<i>RIGHT TO TURN IN QUARRY OPENING</i>
<i>TURN POINT</i>	<i>SCOTSTOWN ROAD</i>	<i>LEFT</i>
<b>SCOTSTOWN ROAD</b>	<b>DUBFORD ROAD</b>	<b>LEFT</b>
<b>DUBFORD ROAD</b>	<b>SHIELHILL AVENUE</b>	<b>FOLLOW ON TO</b>
<b>SHIELHILL AVENUE</b>	<b>SHIELHILL AVENUE</b>	<b>TO BUS TURN</b>
<i>SHIELHILL AVENUE</i>	<i>DUBFORD ROAD</i>	<i>FOLLOW ON TO</i>
<i>DUBFORD ROAD</i>	<i>GREENBRAE DRIVE</i>	<i>LEFT</i>
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<b>GREENBRAE DRIVE</b>	<b>DENMORE ROAD</b>	<b>RIGHT</b>
<b>DENMORE ROAD</b>	<b>WOODSIDE ROAD</b>	<b>RIGHT</b>
<b>WOODSIDE ROAD</b>	<b>THE PARKWAY</b>	<b>LEFT</b>
<i>THE PARKWAY</i>	<i>WOODSIDE ROAD</i>	<i>LEFT</i>
<b>WOODSIDE ROAD</b>	<b>DENMORE ROAD</b>	<b>RIGHT</b>
<i>DENMORE ROAD</i>	<i>GREENBRAE DRIVE</i>	<i>LEFT</i>
<i>GREENBRAE DRIVE</i>	<i>DUBFORD ROAD</i>	<i>LEFT</i>
<i>DUBFORD ROAD</i>	<i>SCOTSTOWN ROAD</i>	<i>LEFT</i>
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<b>SCOTSTOWN ROAD</b>	<b>NORTH DONSDIE ROAD</b>	<b>FOLLOW ON TO</b>
<b>NORTH DONSDIE ROAD</b>	<b>GORDON BARRACKS ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<i>GORDON BARRACKS ROUNDABOUT</i>	<i>ELLON ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>ELLON ROAD</i>	<i>AECC ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>AECC ROUNDABOUT</i>	<i>PARKWAY EAST</i>	
<b>PARKWAY EAST</b>	<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>AECC P &amp; R LOOP</b>	<b>RIGHT - 3RD EXIT</b>

<b>AECC P &amp; R LOOP</b>	<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>PARKWAY EAST</b>	<b>LEFT - 1ST EXIT</b>
<b>PARKWAY EAST</b>	<b>AECC ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<i>AECC ROUNDABOUT</i>	<i>THE PARKWAY</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>THE PARKWAY</i>	<i>WOODSIDE ROAD</i>	<i>RIGHT</i>
<i>WOODSIDE ROAD</i>	<i>DENMORE ROAD</i>	<i>RIGHT</i>
<b>DENMORE ROAD</b>	<b>B999</b>	<b>RIGHT</b>
<b>B999</b>	<b>MURCAR ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>MURCAR ROUNDABOUT</i>	<i>B999</i>	<i>ROUND - 4TH EXIT</i>
<b>B999</b>	<b>B999</b>	<b>TURN AT "TATTIE SHEDS"</b>
<b>B999</b>	<b>SHIELHILL ROAD</b>	<b>RIGHT</b>
<b>SHIELHILL ROAD</b>	<b>SHIELHILL ROUNDABOUT</b>	<b>LEFT</b>
<b>SHIELHILL ROUNDABOUT</b>	<b>SHIELHILL ROAD</b>	
<b>SHIELHILL ROAD</b>	<b>SCOTSTOWN ROAD</b>	<b>LEFT</b>
<i>SCOTSTOWN ROAD</i>	<i>SCOTSTOWN ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	
<i>SCOTSTOWN ROAD</i>	<i>SCOTSTOWN ROAD</i>	<i>RIGHT</i>
<b>SCOTSTOWN ROAD</b>	<b>BALGOWNIE ROAD</b>	<b>FOLLOW ON TO</b>
<b>BALGOWNIE ROAD</b>	<b>ELLON ROAD</b>	<b>LEFT</b>
<i>ELLON ROAD</i>	<i>BALGOWNIE ROAD</i>	<i>LEFT - 1ST EXIT</i>
<i>BALGOWNIE ROAD</i>	<i>SCOTSTOWN ROAD</i>	<i>LEFT</i>
<i>SCOTSTOWN ROAD</i>	<i>BALGOWNIE ROAD</i>	<i>RIGHT</i>
<b>BALGOWNIE ROAD</b>	<b>BRAEHEAD WAY</b>	<b>RIGHT</b>
<b>BRAEHEAD WAY</b>	<b>SCOTSTOWN ROAD</b>	<b>LEFT</b>
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<i>SCOTSTOWN ROUNDABOUT</i>	<i>THE PARKWAY</i>	<i>LEFT - 1ST EXIT</i>
<i>THE PARKWAY</i>	<i>BALGOWNIE ROAD</i>	<i>LEFT</i>
<b>BALGOWNIE ROAD</b>	<b>BRAEHEAD WAY</b>	<b>LEFT</b>
<b>BRAEHEAD WAY</b>	<b>BODACRA ROAD</b>	<b>RIGHT</b>
<b>BODACRA ROAD</b>	<b>BALGOWNIE ROAD</b>	<b>LEFT</b>
<i>BALGOWNIE ROAD</i>	<i>BALGOWNIE DRIVE</i>	<i>RIGHT</i>
<b>BALGOWNIE DRIVE</b>	<b>GRANDHOME DRIVE</b>	<b>LEFT</b>
<b>GRANDHOME DRIVE</b>	<b>GORDON BRAE</b>	<b>LEFT</b>
<i>GORDON BRAE</i>	<i>PAPERMILL DRIVE BUS LOOP</i>	<i>LEFT</i>

<b>PAPERMILL DRIVE BUS LOOP</b>	<b>GORDON MILLS ROAD</b>	<b>LEFT</b>
<i>GORDON MILLS ROAD</i>	<i>HAYTON ROAD</i>	<i>RIGHT</i>
<b>HAYTON ROAD</b>	<b>DONBANK TERRACE</b>	<b>RIGHT</b>
<b>DONBANK TERRACE</b>	<b>GORDON MILLS ROAD</b>	<b>RIGHT</b>
<b>GORDON MILLS ROAD</b>	<b>GORDON MILLS ROAD</b>	<b>LEFT</b>
<i>GORDON MILLS ROAD</i>	<i>LAUREL DRIVE</i>	<i>LEFT</i>
<i>LAUREL DRIVE</i>	<i>"TESCO" ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>"TESCO" ROUNDABOUT</i>	<i>THE PARKWAY</i>	
<i>THE PARKWAY</i>	<i>MUGIEMOSS ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>MUGIEMOSS ROUNDABOUT</i>	<i>MUGIEMOSS ROAD</i>	
<i>MUGIEMOSS ROAD</i>	<i>HAUDAGAIN ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>HAUDAGAIN ROUNDABOUT</i>	<i>AUCHMILL ROAD</i>	<i>RIGHT - 3RD EXIT</i>
<i>AUCHMILL ROAD</i>	<i>OLD MELDRUM ROAD</i>	<i>RIGHT</i>
<b>OLD MELDRUM ROAD</b>	<b>NEW STONEYWOOD ROAD</b>	<b>LEFT</b>
<i>NEW STONEYWOOD ROAD</i>	<i>BUCKSBURN ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>BUCKSBURN ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	<i>RIGHT - 2ND EXIT</i>
<i>INVERURIE ROAD</i>	<i>SCLATTIE ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>SCLATTIE ROUNDABOUT</i>	<i>BANKHEAD AVENUE</i>	
<i>BANKHEAD AVENUE</i>	<i>BUCKSBURN DEPOT</i>	<i>RIGHT</i>



**Silver route 8**



<b>SILVER ROUTE 8</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT</i>
<i>ABBOTSWELL ROAD</i>	<i>ABBOTSWELL ROAD ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>ABBOTSWELL ROAD ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	<i>RIGHT- 3RD EXIT</i>
<i>KING GEORGE VI ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>DUTHIE PARK ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>DUTHIE PARK ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>WHINHILL ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>HOLBURN ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>HOLBURN ROUNDABOUT</i>	<i>HOLBURN STREET</i>	
<i>HOLBURN STREET</i>	<i>UNION GROVE</i>	<i>LEFT</i>
<i>UNION GROVE</i>	<i>ST SWITHIN STREET</i>	<i>RIGHT</i>
<i>ST SWITHIN STREET</i>	<i>QUEENS CROSS</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<b>QUEENS CROSS</b>	<b>FOUNTAINHALL ROAD</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<i>FOUNTAINHALL ROAD</i>	<i>KINGS GATE</i>	<b>LEFT</b>
<b>KINGS GATE</b>	<b>FOREST ROAD</b>	<b>LEFT</b>
<b>FOREST ROAD</b>	<b>QUEENS GATE</b>	<b>STRAIGHT ON 2ND EXIT</b>
<b>QUEENS GATE</b>	<b>FOREST AVENUE</b>	
<b>FOREST AVENUE</b>	<b>RENDEZVOUS ROUNDABOUT</b>	<b>COMPLETE - 4TH EXIT</b>
<b>RENDEZVOUS ROUNDABOUT</b>	<b>FOREST AVENUE</b>	
<b>FOREST AVENUE</b>	<b>QUEENS GATE</b>	<b>STRAIGHT ON 2ND EXIT</b>

QUEENS GATE	FOREST ROAD	
FOREST ROAD	KINGS GATE	LEFT
KINGS GATE	KINGS CROSS	STRAIGHT ON 2ND EXIT
KINGS CROSS	KINGS GATE	
KINGS GATE	SUMMERHILL ROAD	RIGHT
SUMMERHILL ROAD	MASTRICK DRIVE	STRAIGHT ON
MASTRICK DRIVE	WHITEMYRES AVENUE	LEFT
WHITEMYRES AVENUE	WHITEMYRES PLACE	LEFT
WHITEMYRES PLACE	LANG STRACHT	LEFT
LANG STRACHT	MASTRICK DRIVE	LEFT
MASTRICK DRIVE	ARNAGE DRIVE	RIGHT
ARNAGE DRIVE	NEWPARK PLACE	LEFT
NEWPARK PLACE	MASTRICK ROAD	LEFT
MASTRICK ROAD	GREENFERN ROAD	FOLLOW ON TO
GREENFERN ROAD	FERNHILL DRIVE	LEFT
FERNHILL DRIVE	LANG STRACHT	LEFT
LANG STRACHT	STRONSAY DRIVE	RIGHT
STRONSAY DRIVE	KINGS GATE	RIGHT
KINGS GATE	HAZELHEAD ROUNDABOUT	COMPLETE - 4TH EXIT
HAZELHEAD ROUNDABOUT	KINGS GATE	
KINGS GATE	SUMERHILL ROAD	LEFT
SUMERHILL ROAD	LANG STRACHT	LEFT
LANG STRACHT	ROUSAY DRIVE	LEFT
ROUSAY DRIVE	EDAY ROAD	LEFT
EDAY ROAD	STRONSAY DRIVE	LEFT
STRONSAY DRIVE	LANG STRACHT	LEFT
LANG STRACHT	SPRINGHILL ROAD	RIGHT
SPRINGHILL ROAD	GREENFERN ROAD	RIGHT
GREENFERN ROAD	GREENFERN ROAD BUS LOOP	2ND ENTRY - LEFT
GREENFERN ROAD BUS LOOP	GREENFERN ROAD	LEFT
GREENFERN ROAD	UPPER MASTRICK WAY	LEFT
UPPER MASTRICK WAY	PROVOST FRASER DRIVE	LEFT
PROVOST FRASER DRIVE	SPRINGHILL ROAD	LEFT
SPRINGHILL ROAD	GREENFERN ROAD	LEFT



<i>GREENFERN ROAD</i>	<i>MASTRICK ROAD</i>	<i>FOLLOW ON TO</i>
<b>MASTRICK ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	<b>LEFT</b>
<i>NORTH ANDERSON DRIVE</i>	<i>CAIRNCRY ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<b>CAIRNCRY ROUNDABOUT</b>	<b>PROVOST FRASER DRIVE</b>	<b>LEFT - 1ST EXIT</b>
<b>PROVOST FRASER DRIVE</b>	<b>BYRON AVENUE</b>	<b>RIGHT</b>
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<b>BYRON AVENUE</b>	<b>BYRON SQUARE</b>	<b>RIGHT</b>
<b>BYRON SQUARE</b>	<b>BYRON SQUARE</b>	<b>RIGHT</b>
<b>BYRON SQUARE</b>	<b>BYRON AVENUE</b>	<b>LEFT</b>
<b>BYRON AVENUE</b>	<b>BREBNER TERRACE</b>	<b>RIGHT</b>
<b>BREBNER TERRACE</b>	<b>DAVIDSON GARDENS</b>	<b>STRAIGHT</b>
<b>DAVIDSON GARDENS</b>	<b>HOWES ROAD</b>	<b>STRAIGHT</b>
<b>HOWES ROAD</b>	<b>HOWES ROAD BUS LOOP</b>	<b>LEFT</b>
<b>HOWES ROAD BUS LOOP</b>	<b>HOWES ROAD</b>	<b>RIGHT</b>
<b>HOWES ROAD</b>	<b>DAVIDSON GARDENS</b>	<b>STRAIGHT</b>
<b>DAVIDSON GARDENS</b>	<b>BREBNER TERRACE</b>	<b>STRAIGHT</b>
<b>BREBNER TERRACE</b>	<b>BYRON AVENUE</b>	<b>LEFT</b>
<b>BYRON AVENUE</b>	<b>BYRON SQUARE</b>	<b>RIGHT</b>
<b>BYRON SQUARE</b>	<b>QUARRY ROAD</b>	<b>FOLLOW ON TO</b>
<b>QUARRY ROAD</b>	<b>CUMMINGS PARK CRESCENT</b>	<b>MINI ROUNDABOUT - STRAIGHT ON</b>
<b>CUMMINGS PARK CRESCENT</b>	<b>CUMMINGS PARK CRESCENT</b>	<b>STRAIGHT ON</b>
<b>CUMMINGS PARK CRESCENT</b>	<b>CUMMINGS PARK CIRCLE</b>	<b>RIGHT</b>
<b>CUMMINGS PARK CIRCLE</b>	<b>MOIR CRESCENT</b>	<b>LEFT</b>
<b>MOIR CRESCENT</b>	<b>PROVOST RUST DRIVE</b>	<b>RIGHT</b>
<b>PROVOST RUST DRIVE</b>	<b>PROVOST RUST DRIVE</b>	<b>LEFT</b>
<b>PROVOST RUST DRIVE</b>	<b>GRANITEHILL ROAD</b>	<b>LEFT</b>
<b>GRANITEHILL ROAD</b>	<b>QUARRY ROAD</b>	<b>RIGHT</b>
<i>QUARRY ROAD</i>	<i>BYRON SQUARE</i>	<i>FOLLOW ON TO</i>
<i>BYRON SQUARE</i>	<i>BYRON AVENUE</i>	<i>LEFT</i>
<i>BYRON AVENUE</i>	<i>PROVOST FRASER DRIVE</i>	<i>RIGHT</i>
<i>PROVOST FRASER DRIVE</i>	<i>SPRINGHILL ROAD</i>	<i>RIGHT</i>
<b>SPRINGHILL ROAD</b>	<b>PROVOST RUST DRIVE</b>	<b>LEFT</b>
<b>PROVOST RUST DRIVE</b>	<b>PROVOST RUST DRIVE BUS LOOP</b>	<b>ROUND BUS LOOP</b>

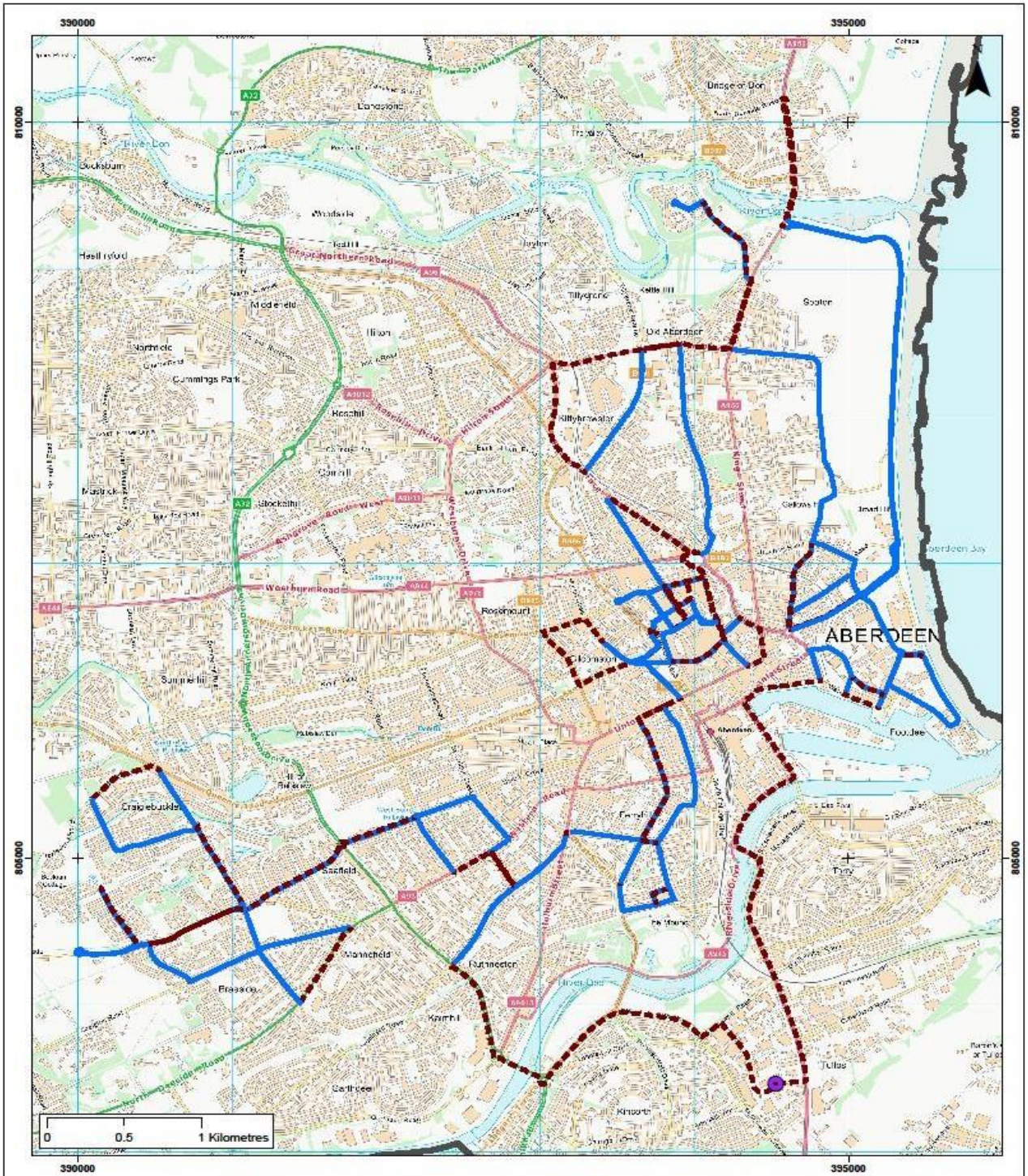
<b>PROVOST RUST DRIVE BUS LOOP</b>	<b>PROVOST RUST DRIVE</b>	
<b>PROVOST RUST DRIVE</b>	<b>MANOR AVENUE</b>	<b>LEFT</b>
<b>MANOR AVENUE</b>	<b>LOGIE TERRACE</b>	<b>LEFT</b>
<b>LOGIE TERRACE</b>	<b>LOGIE PLACE</b>	<b>RIGHT</b>
<b>LOGIE PLACE</b>	<b>MANOR TERRACE</b>	<b>RIGHT</b>
<b>MANOR AVENUE</b>	<b>NORTH ANDERSON DRIVE</b>	<b>LEFT</b>
<i>NORTH ANDERSON DRIVE</i>	<i>HOUDAGAIN ROUNDABOUT</i>	<i>ROUND - 4TH EXIT</i>
<i>HOUDAGAIN ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	
<i>NORTH ANDERSON DRIVE</i>	<i>CLIFTON ROAD</i>	<i>LEFT</i>
<b>CLIFTON ROAD</b>	<b>HILTON ROAD</b>	<b>RIGHT</b>
<b>HILTON ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	<b>LEFT</b>
<i>NORTH ANDERSON DRIVE</i>	<i>ROSEHILL ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>ROSEHILL ROUNDABOUT</i>	<i>PROVOST RUST DRIVE</i>	
<i>PROVOST RUST DRIVE</i>	<i>MANOR AVENUE</i>	<i>RIGHT</i>
<i>MANNOR TERRACE</i>	<i>MANOR AVENUE</i>	<i>LEFT</i>
<i>MANOR AVENUE</i>	<i>HILTON DRIVE</i>	<i>STRAIGHT ON - BUS GATE</i>
<b>HILTON DRIVE</b>	<b>SIX ROADS ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>SIX ROADS ROUNDABOUT</b>	<b>BACK HILTON ROAD</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>BACK HILTON ROAD</b>	<b>BERRYDEN ROAD</b>	<b>FOLLOW ON TO</b>
<b>BERRYDEN ROAD</b>	<b>BELMONT ROAD</b>	<b>LEFT</b>
<b>BELMONT ROAD</b>	<b>POWIS TERRACE</b>	<b>LEFT</b>
<b>POWIS TERRACE</b>	<b>CLIFTON ROAD</b>	<b>KEEP LEFT</b>
<b>CLIFTON ROAD</b>	<b>HILTON ROAD</b>	<b>LEFT</b>
<b>HILTON ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	<b>LEFT</b>
<i>NORTH ANDERSON DRIVE</i>	<i>ROSEHILL ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>ROSEHILL ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	
<i>NORTH ANDERSON DRIVE</i>	<i>MURDO'S ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>MURDO'S ROUNDABOUT</i>	<i>FORESTERHILL ROAD</i>	
<b>FORESTERHILL ROAD</b>	<b>CORNHILL ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>CORNHILL ROUNDABOUT</b>	<b>FORESTERHILL ROAD</b>	
<b>FORESTERHILL ROAD</b>	<b>ASHGROVE ROAD WEST</b>	<b>LEFT</b>
<b>ASHGROVE ROAD WEST</b>	<b>ASHGROVE ROAD</b>	<b>STRAIGHT ON</b>
<b>ASHGROVE ROAD</b>	<b>POWIS TERRACE</b>	<b>LEFT</b>

POWIS TERRACE	CLIFTON ROAD	KEEP LEFT
CLIFTON ROAD	HILTON AVENUE	LEFT
HILTON AVENUE	ROSEHILL DRIVE	RIGHT
ROSEHILL DRIVE	ROSEHILL ROUNDABOUT	ROUND - 4TH EXIT
<i>ROSEHILL ROUNDABOUT</i>	<i>ROSEHILL DRIVE</i>	<i>ROUND 4TH EXIT</i>
ROSEHILL DRIVE	SIX ROADS ROUNDABOUT	RIGHT TO ROUNDABOUT
SIX ROADS ROUNDABOUT	CAIRNCRY ROAD	RIGHT - 4TH EXIT
CAIRNCRY ROAD	MURDO'S ROUNDABOUT	LEFT - 1ST EXIT
<i>MURDO'S ROUNDABOUT</i>	<i>FORESTERHILL ROAD</i>	<i>LEFT - 1ST EXIT</i>
FORESTERHILL ROAD	CORNHILL ROUNDABOUT	STRAIGHT ON - 2ND EXIT
CORNHILL ROUNDABOUT	FORESTERHILL ROAD	
FORESTERHILL ROAD	ASHGROVE ROAD WEST	RIGHT
ASHGROVE ROAD WEST	NORTH ANDERSON DRIVE	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>MIDSTOCKET ROAD</i>	<i>LEFT</i>
MIDSTOCKET ROAD	CAMPERDOWN ROAD	LEFT
CAMPERDOWN ROAD	WESTBURN ROAD	LEFT
WESTBURN ROAD	HARCOURT ROAD	LEFT
HARCOURT ROAD	MIDSTOCKET ROAD	LEFT
MIDSTOCKET ROAD	ROSEMOUNT PLACE	LEFT
ROSEMOUNT PLACE	ROSEMOUNT ROUNDABOUT	LEFT - 1ST EXIT
ROSEMOUNT ROUNDABOUT	SKENE SQUARE	
SKENE SQUARE	ROSEMOUNT TERRACE	LEFT
ROSEMOUNT TERRACE	WESTBURN ROAD	LEFT
WESTBURN ROAD	MOUNT STREET	LEFT
MOUNT STREET	ROSEMOUNT PLACE	RIGHT
ROSEMOUNT PLACE	ESSLEMONT AVENUE	LEFT
ESSLEMONT AVENUE	SKENE STREET	LEFT
SKENE STREET	ROSEMOUNT VIADUCT	LEFT
ROSEMOUNT VIADUCT	SOUTH MOUNT STREET	FOLLOW ON TO
SOUTH MOUNT STREET	ROSEMOUNT PLACE	LEFT
ROSEMOUNT PLACE	BEECHGROVE TERRACE	STRAIGHT ON
BEECHGROVE TERRACE	FOUNTAINHALL ROAD	LEFT
FOUNTAINHALL ROAD	QUEENS CROSS	STRAIGHT ON - 2ND EXIT
QUEENS CROSS	ST SWITHIN STREET	
ST SWITHIN STREET	UNION GROVE	LEFT

<b>UNION GROVE</b>	<b>HOLBURN STREET</b>	<b>LEFT</b>
<b>HOLBURN STREET</b>	<b>UNION STREET</b>	<b>RIGHT</b>
<b>UNION STREET</b>	<b>ROSE STREET</b>	<b>LEFT</b>
<b>ROSE STREET</b>	<b>SKENE STREET</b>	<b>LEFT</b>
<b>SKENE STREET</b>	<b>CARDEN PLACE</b>	<b>FOLLOW ON TO</b>
<b>CARDEN PLACE</b>	<b>ALBYN PLACE</b>	<b>LEFT</b>
<b>ALBYN PLACE</b>	<b>ALFORD PLACE</b>	<b>FOLLOW ON TO</b>
<b>ALFORD PLACE</b>	<b>HOLBURN STREET</b>	<b>RIGHT</b>
<b>HOLBURN STREET</b>	<b>HOLBURN ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<i>HOLBURN ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>GREAT SOUTHERN ROAD</i>	<i>WHINHILL ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>DUTHIE PARK ROUNDABOUT</i>	<i>STRAIGHT - 2ND EXIT</i>
<i>DUTHIE PARK ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>KING GEORGE VI ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSHALL ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>ABBOTSHALL ROUNDABOUT</i>	<i>ABBOTSHALL ROAD</i>	
<i>ABBOTSHALL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>DEPOT</i>	<i>LEFT</i>



**Silver route 9**



	<p><b>Title</b></p> <p><b>Winter Gritting Routes 2019-20</b></p> <p>Aberdeen Beach - Hazlehead Priority Gritting Route</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="color: purple;">●</span> ACC Depot</li> <li><span style="color: blue;">—</span> SERVICE</li> <li><span style="color: red; border-bottom: 1px dashed red;">—</span> TRANSIT</li> <li><span style="border-bottom: 1px solid black;">—</span> City Boundary</li> </ul> <p><b>Data sources, Acknowledgements &amp; Notes</b> Contains Ordnance Survey data © Crown copyright and database right [2019]</p>	<p><b>ABERDEEN</b> CITY COUNCIL</p>
	<p><b>Geodetic information</b></p> <p>Coordinate Reference System: British National Grid Projection: Transverse Mercator (Central Meridian: 2°00'W) Datum: OSGB 1936</p> <p>Suitable for printing @ A3 Main Window Scale: 1:23,481</p>	<p><b>Project / Report information</b></p> <p>Project Name : Winter Gritting Routes 2019-20</p>	



<b>SILVER ROUTE 9</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>ABBOTSWELL ROAD</i>	<i>LEFT</i>
<i>ABBOTSWELL ROAD</i>	<i>ABBOTSWELL ROUNDABOUT</i>	<i>RIGHT - 2ND EXIT</i>
<i>ABBOTSWELL ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>KING GEORGE VI ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GARTHDEE ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>GARTHDEE ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHIL ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>BROOMHIL ROUNDABOUT</i>	<i>BROOMHILL ROAD</i>	
<b>BROOMHILL ROAD</b>	<b>PITSTRUAN PLACE</b>	<b>LEFT</b>
<i>PITSTRUAN PLACE</i>	<i>GREAT WESTERN ROAD</i>	<i>LEFT</i>
<i>GREAT WESTERN ROAD</i>	<i>FOREST AVENUE</i>	<i>RIGHT</i>
<b>FOREST AVENUE</b>	<b>RENDEZVOUS ROUNDABOUT</b>	<b>LEFT</b>
<b>RENDEZVOUS ROUNDABOUT</b>	<b>CROMWELL ROAD</b>	<b>LEFT - 1ST EXIT</b>
<b>CROMWELL ROAD</b>	<b>SEAFIELD ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<i>SEAFIELD ROUNDABOUT</i>	<i>SEAFIELD ROAD</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<b>SEAFIELD ROAD</b>	<b>COUNTESSWELLS ROAD</b>	<b>STRAIGHT ON</b>
<b>COUNTESSWELLS ROAD</b>	<b>COUNTESSWELLS ROAD</b>	<b>FOLLOW ON TO</b>
<i>COUNTESSWELLS ROAD</i>	<i>COUNTESSWELLS ROAD</i>	<i>STRAIGHT ON</i>
<b>COUNTESSWELLS ROAD</b>	<b>SLOPEFIELD ROUNDABOUT</b>	<b>ROUND - 3RD EXIT</b>
<b>SLOPEFIELD ROUNDABOUT</b>	<b>COUNTESSWELLS ROAD</b>	
<b>COUNTESSWELLS ROAD</b>	<b>COUNTESSWELLS AVENUE</b>	<b>LEFT</b>
<b>COUNTESSWELLS AVENUE</b>	<b>COUNTESSWELLS AVENUE</b>	<b>TURN AROUND</b>
<i>COUNTESSWELLS AVENUE</i>	<i>COUNTESSWELLS ROAD</i>	<i>LEFT</i>

<b>COUNTESSWELLS ROAD</b>	<b>SPRINGFIELD ROAD</b>	<b>LEFT</b>
<b>SPRINGFIELD ROAD</b>	<b>QUEENS ROAD</b>	<b>LEFT</b>
<i>QUEENS ROAD</i>	<i>HAZELDENE ROAD</i>	<i>LEFT</i>
<b>HAZELDENE ROAD</b>	<i>CRAIGIEBUCKLER AVENUE</i>	<i>LEFT</i>
<b>CRAIGIEBUCKLER AVENUE</b>	<b>SPRINGFIELD ROAD</b>	<b>RIGHT</b>
<i>SPRINGFIELD ROAD</i>	<i>SPRINGFIELD ROAD</i>	<i>STRAIGHT ON</i>
<b>SPRINGFIELD ROAD</b>	<b>SPRINGFIELD ROAD</b>	<b>STRAIGHT ON</b>
<b>SPRINGFIELD ROAD</b>	<b>CRAIGTON ROAD</b>	<b>LEFT</b>
<b>CRAIGTON ROAD</b>	<b>GREAT WESTERN ROAD</b>	<b>RIGHT</b>
<i>GREAT WESTERN ROAD</i>	<i>ST JOHNS TERRACE</i>	<i>FOLLOW ON TO</i>
<i>ST JOHNS TERRACE</i>	<i>SPRINGFIELD ROAD</i>	<i>RIGHT</i>
<b>SPRINGFIELD ROAD</b>	<b>CRAIGTON ROAD</b>	<b>LEFT</b>
<b>CRAIGTON ROAD</b>	<b>AIRYHALL AVENUE</b>	<b>RIGHT</b>
<b>AIRYHALL AVENUE</b>	<b>COUNTESSWELLS ROAD</b>	<b>RIGHT</b>
<i>COUNTESSWELLS ROAD</i>	<i>COUNTESSWELLS ROAD</i>	<i>RIGHT</i>
<i>COUNTESSWELLS ROAD</i>	<i>SEAFIELD ROAD</i>	<i>FOLLOW ON TO</i>
<i>SEAFIELD ROAD</i>	<i>SEAFIELD ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>SEAFIELD ROUNDABOUT</i>	<i>CROMWELL ROAD</i>	
<i>CROMWELL ROAD</i>	<i>RENDEZVOUS ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<b>RENDEZVOUS ROUNDABOUT</b>	<b>UNION GROVE</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>UNION GROVE</b>	<b>ASHLEY ROAD</b>	<b>RIGHT</b>
<b>ASHLEY ROAD</b>	<b>GREAT WESTERN ROAD</b>	<b>RIGHT</b>
<b>GREAT WESTERN ROAD</b>	<b>PITSTRUAN PLACE</b>	<b>LEFT</b>
<b>PITSTRUAN PLACE</b>	<i>BROOMHILL ROAD</i>	<i>LEFT</i>
<b>BROOMHILL ROAD</b>	<b>HOLBURN STREET</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>HOLBURN STREET</b>	<b>HOLBURN ROUNDABOUT</b>	<b>RIGHT - 2ND EXIT</b>
<i>HOLBURN ROUNDABOUT</i>	<i>FONTHILL ROAD</i>	<i>RIGHT - 2ND EXIT</i>
<b>FONTHILL ROAD</b>	<b>BON ACCORD STREET</b>	<b>LEFT</b>
<b>BON ACCORD STREET</b>	<b>UNION STREET</b>	<b>RIGHT</b>
<i>UNION STREET</i>	<i>CROWN STREET</i>	<i>RIGHT</i>
<b>CROWN STREET</b>	<b>FERRYHILL ROAD</b>	<b>RIGHT</b>
<b>FERRYHILL ROAD</b>	<b>FONTHILL ROAD</b>	<b>FOLLOW ON TO</b>
<b>FONTHILL ROAD</b>	<b>WHINHILL ROAD</b>	<b>LEFT</b>
<b>WHINHILL ROAD</b>	<b>WHINHILL ROUNDABOUT</b>	<b>STRAIGHT ON - 1ST EXIT</b>

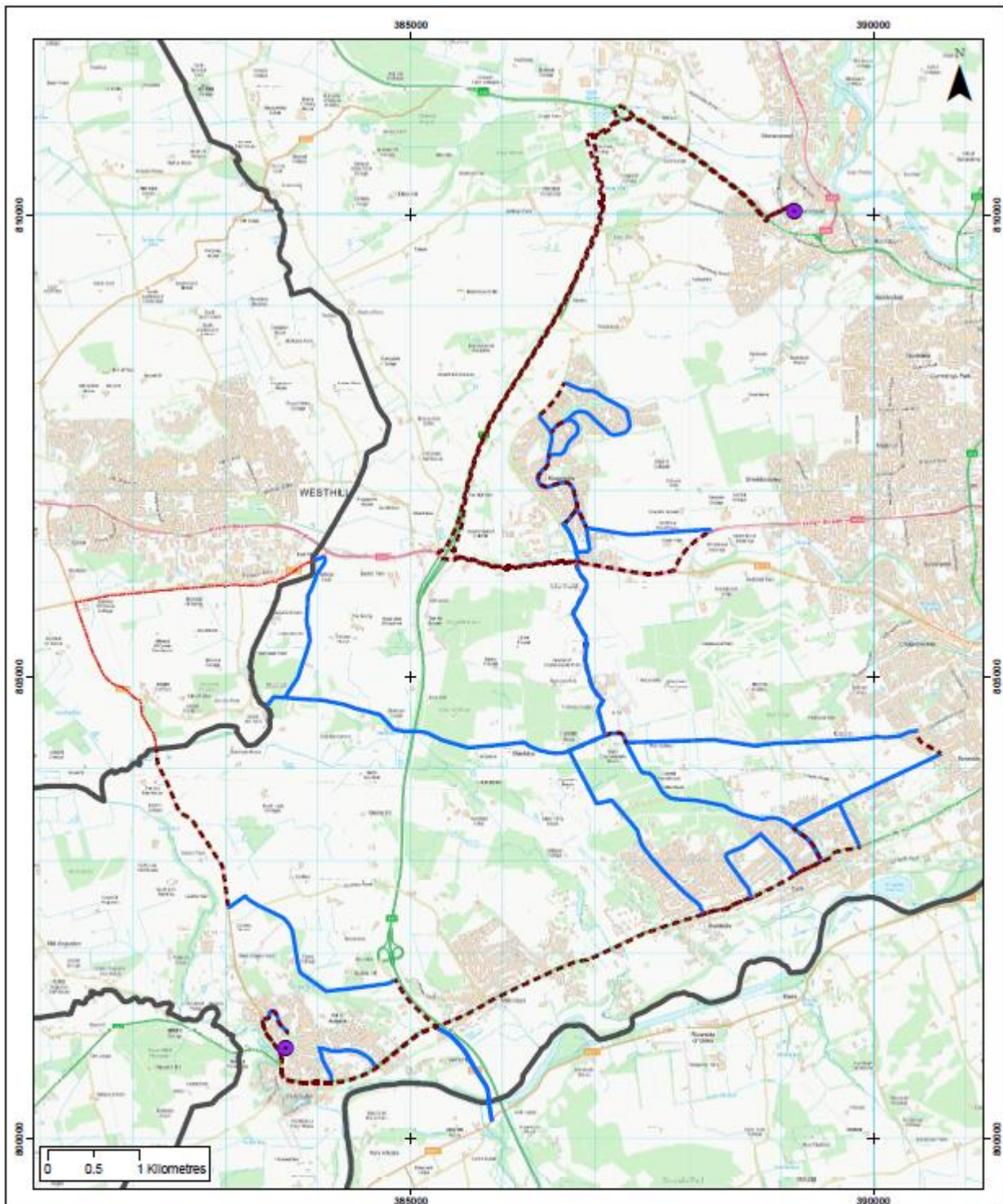
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	<i>STRAIGHT ON - 1ST EXIT</i>
<b>GREAT SOUTHERN ROAD</b>	<b>MURRAY TERRACE</b>	<b>LEFT</b>
<b>MURRAY TERRACE</b>	<b>BRIGHT STREET</b>	<b>LEFT</b>
<b>BRIGHT STREET</b>	<b>BRUNSWICK PLACE</b>	<b>RIGHT</b>
<b>BRUNSWICK PLACE</b>	<b>POLMUIR ROAD</b>	<b>RIGHT</b>
<b>POLMUIR ROAD</b>	<b>MURRAY TERRACE</b>	<b>RIGHT</b>
<b>MURRAY TERRACE</b>	<b>BRIGHT STREET</b>	<b>RIGHT</b>
<i>BRIGHT STREET</i>	<i>BRUNSWICK PLACE</i>	<i>RIGHT</i>
<i>BRUNSWICK PLACE</i>	<i>POLMUIR ROAD</i>	<i>LEFT</i>
<b>POLMUIR ROAD</b>	<b>FERRYHILL ROAD</b>	<b>LEFT</b>
<i>FERRYHILL ROAD</i>	<i>BON ACCORD STREET</i>	<i>RIGHT</i>
<i>BON ACCORD STREET</i>	<i>UNION STREET</i>	<i>RIGHT</i>
<i>UNION STREET</i>	<i>UNION TERRACE</i>	<i>LEFT</i>
<b>UNION TERRACE</b>	<b>ROSEMOUNT VIADUCT</b>	<b>LEFT</b>
<b>ROSEMOUNT VIADUCT</b>	<b>SOUTH MOUNT STREET</b>	<b>FOLLOW ON TO</b>
<i>SOUTH MOUNT STREET</i>	<i>ROSEMOUNT PLACE</i>	<i>LEFT</i>
<i>ROSEMOUNT PLACE</i>	<i>ESSELMONT AVENUE</i>	<i>LEFT</i>
<i>ESSELMONT AVENUE</i>	<i>SKENE STREET</i>	<i>LEFT</i>
<i>SKENE STREET</i>	<i>SKENE STREET</i>	<i>FOLLOW ON TO</i>
<b>SKENE STREET</b>	<b>WOOLMANHILL ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>WOOLMANHILL ROUNDABOUT</i>	<i>SKENE STREET</i>	<i>ROUND - 4TH EXIT</i>
<i>SKENE STREET</i>	<i>ROSEMOUNT VIADUCT</i>	<i>LEFT</i>
<b>ROSEMOUNT VIADUCT</b>	<b>SCHOOLHILL</b>	<b>FOLLOW ON TO</b>
<b>SCHOOLHILL</b>	<b>UPPERKIRKGATE</b>	<b>FOLLOW ON TO</b>
<b>UPPERKIRKGATE</b>	<b>GALLOWGATE</b>	<b>LEFT</b>
<b>GALLOWGATE</b>	<b>LITTLE JOHN STREET</b>	<b>RIGHT</b>
<b>LITTLE JOHN STREET</b>	<b>WEST NORTH STREET</b>	<b>RIGHT</b>
<i>WEST NORTH STREET</i>	<i>KING STREET</i>	<i>RIGHT</i>
<i>KING STREET</i>	<i>CASTLE STREET</i>	<i>FOLLOW ON TO</i>
<i>CASTLE STREET</i>	<i>UNION STREET</i>	<i>FOLLOW ON TO</i>
<i>UNION STREET</i>	<i>BROAD STREET</i>	<i>RIGHT</i>
<b>BROAD STREET</b>	<b>GALLOWGATE</b>	<b>FOLLOW ON TO</b>
<i>GALLOWGATE</i>	<i>MOUNTHOOLY ROUNDABOUT</i>	<i>STRAIGHT ON - 2ND EXIT</i>
<i>MOUNTHOOLY ROUNDABOUT</i>	<i>CAUSEWAYEND</i>	
<i>CAUSEWAYEND</i>	<i>POWIS PLACE</i>	<i>FOLLOW ON TO</i>
<b>GEORGE STREET</b>	<b>JOHN STREET</b>	<b>LEFT</b>
<i>POWIS PLACE</i>	<i>GEORGE STREET</i>	<i>LEFT</i>

<b>JOHN STREET</b>	<b>LOCH STREET</b>	<b>RIGHT</b>
<b>LOCH STREET</b>	<b>BERRY STREET</b>	<b>LEFT - 1ST EXIT</b>
<b>BERRY STREET</b>	<b>GALLOWGATE</b>	<b>LEFT</b>
<i>GALLOWGATE</i>	<i>SPRING GARDEN</i>	<i>LEFT</i>
<b>SPRING GARDEN</b>	<b>GEORGE STREET</b>	<b>LEFT</b>
<i>GEORGE STREET</i>	<i>JOHN STREET</i>	<i>LEFT</i>
<i>JOHN STREET</i>	<i>LOCH STREET</i>	<i>LEFT</i>
<i>LOCH STREET</i>	<i>SPRING GARDEN</i>	<i>LEFT</i>
<b>SPRING GARDEN</b>	<b>GEORGE STREET</b>	<b>LEFT</b>
<i>GEORGE STREET</i>	<i>ST ANDREW STREET</i>	<i>RIGHT</i>
<b>ST ANDREW STREET</b>	<b>BLACKFRIARS STREET</b>	<b>STRAIGHT ON</b>
<b>BLACKFRIARS STREET</b>	<b>BLACKFRIARS STREET</b>	<b>FOLLOW ROUND TO</b>
<b>BLACKFRIARS STREET</b>	<b>SCHOOLHILL</b>	<b>LEFT</b>
<i>SCHOOLHILL</i>	<i>UPPERKIRKGATE</i>	<i>FOLLOW ON TO</i>
<b>UPPERKIRKGATE</b>	<i>GALLOWGATE</i>	<i>LEFT</i>
<b>GALLOWGATE</b>	<i>BERRY STREET</i>	<i>LEFT</i>
<b>BERRY STREET</b>	<b>LOCH STREET</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>LOCH STREET</b>	<b>ST ANDREW STREET</b>	<b>LEFT</b>
<b>ST ANDREW STREET</b>	<b>CHARLOTTE STREET</b>	<b>RIGHT</b>
<b>CHARLOTTE STREET</b>	<b>JOHN STREET</b>	<b>LEFT</b>
<b>JOHN STREET</b>	<b>WOOLMANHILL ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<i>WOOLMANHILL ROUNDABOUT</i>	<i>JOHN STREET</i>	<i>ROUND - 4TH EXIT</i>
<b>JOHN STREET</b>	<b>GEORGE STREET</b>	<b>RIGHT</b>
<i>GEORGE STREET</i>	<i>ST ANDREW STREET</i>	<i>RIGHT</i>
<i>ST ANDREW STREET</i>	<i>CHARLOTTE STREET</i>	<i>RIGHT</i>
<b>CHARLOTTE STREET</b>	<b>MABERLEY STREET</b>	<b>STRAIGHT ON</b>
<b>MABERLEY STREET</b>	<b>ROSEMOUNT ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>ROSEMOUNT ROUNDABOUT</b>	<b>MABERLEY STREET</b>	
<b>MABERLEY STREET</b>	<b>SPRING GARDEN</b>	<b>STRAIGHT ON</b>
<i>SPRING GARDEN</i>	<i>GALLOWGATE</i>	<i>LEFT</i>
<i>GALLOWGATE</i>	<i>MOUNTHOOLY ROUNDABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>MOUNTHOOLY ROUNDABOUT</i>	<i>MOUNTHOOLY</i>	
<b>MOUNTHOOLY</b>	<b>KINGS CRESCENT</b>	<b>LEFT</b>
<b>KINGS CRESCENT</b>	<b>SPITAL</b>	<b>FOLLOW ON TO</b>
<b>SPITAL</b>	<b>COLLEGE STREET</b>	<b>FOLLOW ON TO</b>
<b>COLLEGE STREET</b>	<b>HIGH STREET</b>	<b>FOLLOW ON TO</b>

<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<b>HIGH STREET</b>	<b>ST MACHAR DRIVE</b>	<b>LEFT</b>
<i>ST MACHAR DRIVE</i>	<i>BEDFORD ROAD</i>	<i>LEFT</i>
<b>BEDFORD ROAD</b>	<b>POWIS TERRACE</b>	<b>RIGHT</b>
<i>POWIS TERRACE</i>	<i>GREAT NORTHERN ROAD</i>	<i>FOLLOW ON TO</i>
<i>GREAT NORTHERN ROAD</i>	<i>KITTYBREWSTER ROUNDABOUT</i>	<i>RIGHT 4TH EXIT</i>
<i>KITTYBREWSTER ROUNDABOUT</i>	<i>ST MACHAR DRIVE</i>	
<i>ST MACHAR DRIVE</i>	<i>SEATON ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>SEATON ROUNDABOUT</i>	<i>KING STREET</i>	
<i>KING STREET</i>	<i>DON STREET</i>	<i>LEFT</i>
<b>DON STREET</b>	<b>HILLHEAD CAMPUS BUS TURN POINT</b>	<b>LEFT</b>
<b>HILLHEAD CAMPUS BUS TURN POINT</b>	<b>DON STREET</b>	<b>TURN AT TURN POINT</b>
<i>DON STREET</i>	<i>KING STREET</i>	<i>RIGHT</i>
<i>KING STREET</i>	<i>SEATON ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>SEATON ROUNDABOUT</i>	<i>SCHOOL ROAD</i>	
<b>SCHOOL ROAD</b>	<b>GOLF ROAD</b>	<b>FOLLOW RIGHT</b>
<b>GOLF ROAD</b>	<b>PARK ROAD</b>	<b>FOLLOW ON TO</b>
<b>PARK ROAD</b>	<b>PARK STREET</b>	<b>FOLLOW ON TO</b>
<b>PARK STREET</b>	<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>BEACH BOULEVARD</b>	
<b>BEACH BOULEVARD</b>	<b>LINKS ROAD</b>	<b>LEFT</b>
<b>LINKS ROAD</b>	<b>CONSTITUTION STREET</b>	<b>LEFT</b>
<b>CONSTITUTION STREET</b>	<b>PARK STREET</b>	<b>LEFT</b>
<i>PARK STREET</i>	<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>BEACH BOULEVARD</i>	
<i>BEACH BOULEVARD</i>	<i>LINKS ROAD</i>	<i>LEFT</i>
<b>LINKS ROAD</b>	<b>URQUHART ROAD</b>	<b>LEFT</b>
<b>URQUHART ROAD</b>	<b>PARK ROAD</b>	<b>LEFT</b>
<i>PARK ROAD</i>	<i>PARK STREET</i>	<i>FOLLOW ON TO</i>
<i>PARK STREET</i>	<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>BEACH BOULEVARD</i>	
<b>BEACH BOULEVARD</b>	<b>ESPLANADE</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>ESPLANADE</b>	<b>KING STREET</b>	<b>RIGHT</b>
<i>KING STREET</i>	<i>ELLON ROAD</i>	<i>FOLLOW ON TO</i>
<i>ELLON ROAD</i>	<i>GORDON BARRACKS ROUNDABOUT</i>	<i>ROUND - 4TH EXIT</i>

<i>GORDON BARRACKS ROUNDAABOUT</i>	<i>ELLON ROAD</i>	
<i>ELLON ROAD</i>	<i>KING STREET</i>	<i>FOLLOW ON TO</i>
<i>KING STREET</i>	<i>ESPLANADE</i>	<i>LEFT</i>
<b>ESPLANADE</b>	<b>BEACH BOULEVARD</b>	<b>STRAIGHT ON - 1ST EXIT</b>
<b>BEACH BOULEVARD</b>	<b>LINKS ROAD</b>	<b>LEFT</b>
<b>LINKS ROAD</b>	<b>QUEENS LINKS ROUNDAABOUT</b>	<b>LEFT - 2ND EXIT</b>
<b>QUEENS LINKS ROUNDAABOUT</b>	<b>LINKS ROAD</b>	
<b>LINKS ROAD</b>	<b>ESPLANADE ROUNDAABOUT</b>	<b>ROUND - 3RD EXIT</b>
<b>ESPLANADE ROUNDAABOUT</b>	<b>LINKS ROAD</b>	
<b>LINKS ROAD</b>	<b>QUEENS LINKS ROUNDAABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>QUEENS LINKS ROUNDAABOUT</b>	<b>WELLINGTON STREET</b>	
<b>WELLINGTON STREET</b>	<b>YORK STREET</b>	<b>LEFT</b>
<b>YORK STREET</b>	<b>ESPLANADE</b>	<b>LEFT</b>
<b>ESPLANADE</b>	<b>LINKS ROAD</b>	<b>LEFT - 1ST EXIT</b>
<i>LINKS ROAD</i>	<i>QUEENS LINKS ROUNDAABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>QUEENS LINKS ROUNDAABOUT</i>	<i>WELLINGTON STREET</i>	
<b>WELLINGTON STREET</b>	<b>ST CLEMENT STREET</b>	<b>LEFT</b>
<b>ST CLEMENT STREET</b>	<b>CHURCH STREET</b>	<b>RIGHT</b>
<b>CHURCH STREET</b>	<b>WATERLOO QUAY</b>	<b>LEFT</b>
<i>WATERLOO QUAY</i>	<i>WELLINGTON STREET</i>	<i>LEFT</i>
<b>WELLINGTON STREET</b>	<b>ST CLEMENT STREET</b>	<b>LEFT</b>
<i>ST CLEMENT STREET</i>	<i>MILLAR STREET</i>	<i>RIGHT</i>
<b>MILLAR STREET</b>	<b>CASTLE TERRACE</b>	<b>FOLLOW ON TO</b>
<b>CASTLE TERRACE</b>	<b>COMMERCE STREET</b>	<b>LEFT</b>
<b>COMMERCE STREET</b>	<b>REGENT QUAY</b>	<b>RIGHT</b>
<i>REGENT QUAY</i>	<i>VIRGINIA STREET</i>	<i>LEFT</i>
<i>VIRGINIA STREET</i>	<i>MARKET STREET</i>	<i>LEFT</i>
<i>MARKET STREET</i>	<i>NORTH ESPLANADE WEST</i>	<i>RIGHT</i>
<i>NORTH ESPLANADE WEST</i>	<i>QUEEN ELIZABETH BRIDGE ROUNDAABOUT</i>	<i>LEFT - 1ST EXIT</i>
<i>QUEEN ELIZABETH BRIDGE ROUNDAABOUT</i>	<i>QUEEN ELIZABETH BRIDGE</i>	
<i>QUEEN ELIZABETH BRIDGE</i>	<i>CRAIGINCHES ROUNDAABOUT</i>	<i>RIGHT - 3RD EXIT</i>
<i>CRAIGINCHES ROUNDAABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<i>RIGHT</i>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<i>RIGHT</i>

**Silver route 10**



**Title**  
**Winter Gritting Routes 2020-21**  
**Aberdeen Silver 10 Gritting Route**

**Coordinate Reference System:** British National Grid  
**Projection:** Transverse Mercator (Central Meridian: 2°0'0"W)  
**Datum:** OSGB 1936  
 Suitable for printing @ A3 Main Window Scale: 1:38,373

**Legend**  
 ● ACC Depot  
 — SERVICE  
 - - - TRANSIT  
 - - - SHIRE  
 [ ] City Boundary

**Data Sources, Acknowledgements & Notes**  
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2020-21



**Aberdeen City Council**

**Audit Information**  
 Authored By : SM  
 Date : 27/08/2020

<b>SILVER 10</b>		
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>Bucksburn depot</i>	<i>Bankhead avenue</i>	<i>Left</i>
<i>Bankhead avenue</i>	<i>Sclattie roundabout</i>	<i>Right - 2nd exit</i>
<i>Sclattie roundabout</i>	<i>Inverurie road</i>	
<i>Inverurie road</i>	<i>Awpr slip road</i>	<i>Left - 1st exit</i>
<i>Awpr slip road</i>	<i>Awpr south</i>	<i>Follow on to</i>
<i>Awpr south</i>	<i>Awpr south kingswells junction</i>	<i>Left - 1st exit</i>
<i>Awpr south kingswells junction</i>	<i>A944</i>	
<i>A944</i>	<i>Kingswells roundabout</i>	<i>Straight on - 2nd exit</i>
<i>Kingswells roundabout</i>	<i>Skene road</i>	
<i>Skene road</i>	<i>Middencraig roundabout</i>	<i>Left - 1st exit</i>
<i>Middencraig roundabout</i>	<i>Lang stracht</i>	
<i>Lang stracht</i>	<i>Lang stracht (bus gate)</i>	<i>Left</i>
<b>Lang stracht (bus gate)</b>	<b>Fairley road</b>	<b>Right</b>
<b>Fairley road</b>	<b>Kingswood drive</b>	<b>Right</b>
<b>Kingswood drive</b>	<b>Kingswells crescent</b>	<b>Right</b>
<b>Kingswells crescent</b>	<b>Chapel of stoneywood - fairley road</b>	<b>Left</b>
<i>Chapel of stoneywood - fairley road</i>	<i>Kingswood drive</i>	<i>Left</i>
<b>Kingswood drive</b>	<b>Kingswells crescent</b>	<b>Left</b>
<b>Kingswells crescent</b>	<b>Kingswells avenue</b>	<b>Right</b>
<b>Kingswells avenue</b>	<b>Kingswood drive</b>	<b>Left</b>
<b>Kingswood drive</b>	<b>Kingswood drive</b>	<b>Follow on to</b>
<b>Kingswood drive</b>	<b>Chapel of stoneywood - fairley road</b>	<b>Left</b>
<b>Chapel of stoneywood - fairley road</b>	<b>Fairley road</b>	<b>Left</b>
<b>Fairley road</b>	<b>Fairley road</b>	<b>Left</b>
<b>Fairley road</b>	<b>Fairley road</b>	<b>Follow on to</b>
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>Fairley road</i>	<i>Kingswood drive</i>	<i>Left</i>
<i>Kingswood drive</i>	<i>Chapel of stoneywood - fairley road</i>	<i>Left</i>
<b>Chapel of stoneywood - fairley road</b>	<b>Kingswells roundabout</b>	<b>Straight on - 2nd exit</b>
<b>Kingswells roundabout</b>	<b>Cults - kingshill road</b>	
<b>Cults - kingshill road</b>	<b>Blacktop road</b>	<b>Right</b>
<b>Blacktop road</b>	<b>Bishopdams road</b>	<b>Turn around</b>
<b>Bishopdams road</b>	<b>B9119 to city limit</b>	<b>Left</b>
<b>B9119 to city limit</b>	<b>B9119</b>	<b>Straight on</b>
<i>B9119</i>	<i>Prospect roundabout</i>	<i>Straight on - 2nd exit</i>
<i>Prospect roundabout</i>	<i>B9119</i>	
<i>B9119</i>	<i>TAQA roundabout</i>	<i>Straight on - 2nd exit</i>
<i>TAQA roundabout</i>	<i>B9119</i>	
<i>B9119</i>	<i>Total roundabout</i>	<i>Straight on - 2nd exit</i>
<i>Total roundabout</i>	<i>B9119</i>	
<i>B9119</i>	<i>Carnie roundabout</i>	<i>Left - 1st exit</i>
<i>Carnie roundabout</i>	<i>Malcolm road to city limit</i>	
<i>Malcolm road to city limit</i>	<i>Malcolm road</i>	<i>Follow on</i>



<i>Malcolm road</i>	<i>Contlaw road</i>	<i>Left</i>
<b>Contlaw road</b>	<b>Culter house road</b>	<b>Follow on to</b>
<b>Culter house road</b>	<b>Awpr access road</b>	<b>Right</b>
<i>Awpr access road</i>	<i>North deeside road</i>	<i>Right</i>
<i>North deeside road</i>	<i>Malcolm road</i>	<i>Right</i>
<i>Malcolm road</i>	<i>Johnston gardens</i>	<i>Right</i>
<b>Johnston gardens</b>	<b>Johnston gardens</b>	<b>Turn at bus terminus</b>
<i>Johnston gardens</i>	<i>Malcolm road</i>	<i>Right</i>
<i>Malcolm road</i>	<i>North deeside road</i>	<i>Left</i>
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>North deeside road</i>	<i>School road</i>	<i>Left</i>
<b>School road</b>	<b>Coronation road</b>	<b>Right</b>
<b>Coronation road</b>	<b>North deeside road</b>	<b>Left</b>
<b>North deeside road</b>	<b>Milltimber brae</b>	<b>Right</b>
<b>Milltimber brae</b>	<b>Milltimber brae</b>	<b>Turn</b>
<b>Milltimber brae</b>	<b>North deeside road</b>	<b>Right</b>
<b>North deeside road</b>	<b>Kirk brae</b>	<b>Left</b>
<b>Kirk brae</b>	<b>Blacktop road</b>	<b>Straight on</b>
<b>Blacktop road</b>	<b>Baillieswells road</b>	<b>Left</b>
<b>Baillieswells road</b>	<b>North deeside road</b>	<b>Left</b>
<b>North deeside road</b>	<b>Quarry road</b>	<b>Left</b>
<b>Quarry road</b>	<b>Hillview crescent</b>	<b>Right</b>
<b>Hillview crescent</b>	<b>Cults avenue</b>	<b>Right</b>
<b>Cults avenue</b>	<b>North deeside road</b>	<b>Left</b>
<i>North deeside road</i>	<i>Kirk brae</i>	<i>Left</i>
<i>Kirk brae</i>	<i>Friarsfield road</i>	<i>Right</i>
<b>Friarsfield road</b>	<b>Abbotshall road</b>	<b>Right</b>
<b>Abbotshall road</b>	<b>North deeside road</b>	<b>Right</b>
<b>North deeside road</b>	<b>Kirk brae</b>	<b>Right</b>
<b>Kirk brae</b>	<b>Friarsfield road</b>	<b>Right</b>
<b>Friarsfield road</b>	<b>Craigton road</b>	<b>Follow on to</b>
<b>Craigton road</b>	<b>Airyhall avenue</b>	<b>Left</b>
<b>Airyhall avenue</b>	<b>Countesswells road</b>	<b>Left</b>
<b>Countesswells road</b>	<b>Cults - kingshill road</b>	<b>Right</b>
<i>Cults - kingshill road</i>	<i>Cults - kingshill road</i>	<i>Left - 1st exit</i>
<i>Cults - kingshill road</i>	<i>A944</i>	
<i>A944</i>	<i>Awpr south kingswells junction</i>	<i>Right - 5th exit</i>
<i>Awpr south kingswells junction</i>	<i>Awpr north</i>	
<i>Awpr north</i>	<i>Awpr north</i>	<i>Follow on to</i>
<i>Awpr north</i>	<i>A96 connector road</i>	<i>Right</i>
<i>A96 connector road</i>	<i>Airport roundabout</i>	<i>Right - 3rd exit</i>
<i>Airport roundabout</i>	<i>A96</i>	
<i>A96</i>	<i>Sc lattie roundabout</i>	<i>Left - 1st exit</i>
<i>Sc lattie roundabout</i>	<i>Bankhead avenue</i>	
<i>Bankhead avenue</i>	<i>Bucksburn depot</i>	<i>Right</i>

(c) **TRACTOR ROUTE**

In order to cover car parks, steep hills and other specific locations/pedestrian areas, the following route will be operated by tractor from Tullos Depot.

Farquhar Road / Farquhar Avenue  
Abbey Road / Baxter Street/ Mansfield Road / Glenbervie Road  
St Nicholas Street / Correction Wynd / St Nicholas Lane  
Summer Street Car Park  
Jack's Brae  
Summer Street from Skene Road to Skene Terrace  
Gallowgate Car Park  
Kittybrewster Car Park  
AECC (Park and Ride)  
Castlegate / Market Stance  
Virginia Street / Mearns Street Car Park

(d) **SNOW CLEARANCE AREAS**

After priority routes have been cleared, when lying snow persists this will be tackled on an area basis in accordance with the following areas.

1.	BUCKSBURN	West of Auchmill Rd Dual Carriageway Section South of Bankhead Road Railway Bridge and Greenburn Drive
2.	DYCE	North of Bankhead Road Railway Bridge and Greenburn Drive
3.	BRIDGE OF DON	North of Bridge of Don, and North of Brig o' Balgownie
4.	KINGSWELLS	
		<u>AREAS BOUNDED BY</u>
5.	NORTHFIELD	NORTH                      Heathryfold Housing Scheme SOUTH                     Provost Fraser Drive EAST                       North Anderson Drive WEST                      Howes Road
6.	WOODSIDE	NORTH                     River Don SOUTH                     Rosehill Drive / Back Hilton Road EAST                       Great Northern Road / Powis Terrace WEST                      North Anderson Drive
7.	SEATON / TILLYDRONE	NORTH                     River Don SOUTH                     St Machar Drive - School Road EAST                       Beach Esplanade WEST                      Donbank Terrace, Don Street / Great Northern Road
8.	MASTRICK	NORTH                     Provost Fraser Drive SOUTH                     Lang Stracht

		EAST	North Anderson Drive
		WEST	Sheddocksley Housing Scheme
9.	CORNHILL / CAIRNCRY	NORTH	Rosehill Drive / Back Hilton Road
		SOUTH	Westburn Road / Hutcheon Street
		EAST	George Street / Powis Terrace
		WEST	North Anderson Drive
10.	OLD ABERDEEN	NORTH	St Machar Drive / School Road
		SOUTH	Hutcheon Street / Nelson Street / Urquhart Road
		EAST	Beach Esplanade
		WEST	Powis Terrace/George Street
11.	ST. CLEMENTS	NORTH	Nelson Street / Urquhart Road / Hutcheon Street
		SOUTH	Regent Quay / Waterloo Quay
		EAST	Beach Esplanade
		WEST	Mount Street / South Mount Street / Rosemount Viaduct / Schoolhill / St Lang Stracht
12.	WOODEND / SUMMERHILL	NORTH	Skene Road/Queen's Road
		SOUTH	Anderson Drive
		EAST	Anderson Drive
		WEST	A944 Lang Stracht
13.	MIDSTOCKET / KINS GATE	NORTH	Westburn Road
		SOUTH	Queen's Road / Carden Place / Skene Street
		EAST	Mount Street / South Mount Street
		WEST	Anderson Drive
14.	CENTRAL AREA	NORTH	Skene Street/Schoolhill
		SOUTH	Willowbank Road / Springbank Terrace/Guild Street
		EAST	St Nicholas Street/Market Street
		WEST	Rose Street/Holburn Street
15.	HAZLEHEAD / BRAESIDE	NORTH	Skene Road / Queen's Road
		SOUTH	North Deeside Road / Great Western Road
		EAST	Anderson Drive
		WEST	Woodlands / Craigton Road
16.	HOLBURN / BROOMHILL	NORTH	Queen's Road / Carden Place
		SOUTH	Holburn Street

		EAST	Rose Street
		WEST	South Anderson Drive
17.	FERRYHILL	NORTH	Willowbank Road / Springbank Terrace / Guild Street
		SOUTH	Riverside Drive / North Esplanade West
		EAST	Market Street
		WEST	Holburn Street
18.	TORRY	NORTH	South Esplanade West / East / Greyhope Road
		SOUTH	Tullos Industrial Estate
		EAST	Greyhope Road / Coast Road
		WEST	Wellington Road
19.	MANNOFIELD / GARTHDEE	NORTH	North Deeside Road/Great Western Road
		SOUTH	Garthdee Road
		EAST	South Anderson Drive
		WEST	Pitfodels Station Road
20.	KINCORTH	NORTH	South Deeside Road / Great Southern Road
		SOUTH	Wellington Road (Charleston)
		EAST	Wellington Road
		WEST	City Boundary
21.	COVE	NORTH	Tullos Industrial Estate
		SOUTH	City Boundary
		EAST	Sea
		WEST	Wellington Road
22.	CULTS/BIELDSIDE	NORTH	Countesswells Road
		SOUTH	River Dee
		EAST	Craigton Road / Pitfodels Station Road
		WEST	Hillhead Road
23.	MILLTIMBER	NORTH	A944
		SOUTH	River Dee
		EAST	Hillhead Road
		WEST	Contlaw Road
24.	CULTER	NORTH	City Boundary
		SOUTH	River Dee
		EAST	Contlaw Road
		WEST	Anguston Road

(e) **FOOTWAY ROUTES**

Location of Plant and Resources (Footways)

<u>Area</u>		<u>Plant</u>	<u>Depot</u>
1.	Bucksburn	1 Kubota	Bucksburn
2.	Dyce	Shared area 1	
3.	Bridge of Don	3 Kubota	Bucksburn
4.	Kingswells	1 Kubota	Bucksburn
5.	Northfield	2 Kubota	Mastrick
6.	Woodside	Shared area 13	
7.	Seaton / Tillydrone	1 Kubota	Bucksburn
8.	Mastrick	2 Kubota	Mastrick
9.	Cornhill / Cairncry	1 Kubota	Tullos
10.	Old Aberdeen	Shared Area 7	
11	St Clements	Shared Area 14	
12	Woodend / Summerhill	1 Kubota	Tullos
13	Midsocket / Kings Gate	1 Kubota	Tullos
14	Central Area	2 Kubota	Tullos
15	Hazelhead / Braeside	Shared area 19	
16	Holburn / Broomhill	Shared Area 14	
17	Ferryhill	Shared Area 20	
18	Torry	Shared Area 21	
19	Mannofield / Garthdee	1 Kubota	Tullos
20	Kincorth	1 Kubota	Tullos
21	Cove	1 Kubota	Tullos
22	Cults / Bielside	1 Kubota	Tullos
23	Milltimber	1 Kubota	Tullos
24	Culter	1 Kubota	Tullos

Priorities in Treatment

When working in above locations, priority to be given to those areas, as part of an area response steep gradients, and to City Centre Routes 1 and 2, in particular.

The footways within Areas 1 to 24 will be treated on an area by area basis. However, within each specific area, the footways indicated in the following footway sections will be given priority within that area.

## **CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 1**

Commence Bridge of Dee Roundabout at Holburn Street  
Holburn Street East F/P to Riverside Terrace  
Drive to Holburn Street at Fonthill Road  
Holburn Street East F/P to Union Street  
Union Street South F/P to Bridge Street  
Bridge Street West F/P to Guild Street  
Bridge Street East F/P to Union Street  
Union Street South F/P to Market Street  
Market Street West F/P to North Esplanade West  
Market Street East F/P to Union Street  
Union Street South F/P to Castle Street  
Castle Street South F/P to King Street  
King Street East F/P to Nelson Street  
King Street West F/P to Castle Street  
Castle Street North F/P to Broad Street  
Broad Street East F/P to Schoolhill  
Schoolhill North F/P to Rosemount Viaduct  
Rosemount Viaduct North F/P to South Mount Street  
South Mount Street East F/P to Rosemount Place  
Rosemount Place North F/P to Argyll Place  
Rosemount Place South F/P to South Mount Street  
South Mount Street West F/P to Rosemount Viaduct  
Rosemount Viaduct South F/P to Union Terrace  
Union Terrace West F/P to Union Street  
Union Terrace East F/P to Schoolhill  
Schoolhill South F/P to Broad Street  
Broad Street West F/P to Union Street  
Union Street North F/P to Holburn Street  
Holburn Street West F/P to Union Grove  
Union Grove North F/P to Forest Avenue  
Union Grove South F/P to Holburn Street  
Holburn Street West F/P to Nellfield Place  
Drive to Holburn Street/Riverside Terrace  
Holburn Street West F/P to Bridge of Dee Roundabout

## **CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 2**

Drive Rose Street  
Rose Street West F/P to Thistle Street  
Thistle Street South F/P to Albert Street  
Thistle Street North F/P to Rose Street  
Rose Street West F/P to Esslemont Avenue  
Esslemont Avenue West F/P to Rosemount Place  
Esslemont Avenue East F/P to Rose Street  
Rose Street East F/P to Union Street  
Drive to Chapel Street/Union Street Junction  
Chapel Street West F/P to Huntly Street  
Huntly Street South F/P to Rose Street  
Drive to Huntly Street/Chapel Street Junction  
Chapel Street East F/P to Union Street  
Drive to Union Street/Bon Accord Street Junction  
Bon Accord Street West F/P to Fonthill Road  
Bon Accord East F/P to Union Street  
Drive to Union Street/Crown Street Junction  
Crown Street West F/P to Ferryhill Road  
Ferryhill Road North F/P to Bon Accord Street  
Ferryhill Road South F/P to Crown Street  
Crown Street East F/P to Union Street  
Drive to Windmill Brae North F/P to Bath Street  
Windmill Brae South F/P to Crown Street  
Drive to Bridge Street/Link Brae Junction  
Link Brae South F/P  
Drive to Guild Street/Bridge Street Junction  
Guild Street North F/P to Market Street  
Trinity Quay North F/P to Marischal Street  
Drive to West North Street Littlejohn Street Junction  
Littlejohn Street South F/P  
Drive to Gallowgate Upper Kirkgate Junction  
Gallowgate West F/P to Berry Street  
Berry Street South F/P to Loch Street  
Loch Street South F/P to George Street  
George Street West F/P to John Street  
John Street South F/P to North St Andrew Street  
John Street North F/P to George Street  
George Street West F/P to Hutcheon Street  
George Street East F/P to Loch Street  
Loch Street North F/P to Berry Street  
Berry Street North F/P to Gallowgate  
Gallowgate East F/P to Littlejohn Street  
Littlejohn Street North F/P

<b>AREA</b>	<b>PRIORITY FOOTWAYS</b>
1. BUCKSBURN	Kepplehills Road Sclattie Park Sclattie Circle Hopetoun Grange Howes View Bankhead Road Oldmeldrum Road
2. DYCE	Victoria Street (Riverview Dr to Gladstone Pl.) Dyce Shopping Centre
3. BRIDGE OF DON	Newburgh Road Jesmond Drive (Middleton Rd to Whitestripes Way) Braehead Way Bodachra Road Harehill Road Cairnfold Road Danestone Terrace Scotstown Gardens Ellon Road (Bridge of Don to Broadfold Road)
5. NORTHFIELD	Lintmill Terrace Quarry Road (at shops) Byron Avenue (at shops) Moir Green (at shops)
7. SEATON / TILLYDRONE	King Street (School Road to High Flats) School Road Tillydrone Avenue Tillydrone Terrace Wingate Road Dempsey Terrace Conningham Gardens
8. MASTRICK	Greenfern Road (at shops)
9. CORNHILL / CAIRNCRY	Cornhill Road (Ashgrove Rd to Westburn Rd) Berryden Road Rosehill Drive (at shops)
11. ST. CLEMENTS	Boulevard (Roundabout to Railway Bridge)
12. WOODEND /	Eday Drive Eday Road (Eday Dr to Stronsay Dr)



SUMMERHILL	Summerhill Shopping Centre
15. HAZLEHEAD / BRAESIDE	Countesswells Road (at shops) Springfield Road (Countesswells to Airyhall) Great Western Road (Morningside Rd to South Anderson Drive)
17. FERRYHILL	South Crown Street Albury Place
18. TORRY	Menzies Road (at shops corner of Grampian Place and Victoria Rd end) Grampian Place (Menzies Rd to Walker Rd) Victoria Road (Menzies Rd to Mansfield Rd) Mansfield Road Glenbervie Road Abbey Place Rockall Road Ladywell Place Brimmond Place Battock Place Oscar Place
19. MANNOFIELD / GARTHDEE	Morrison Drive Ivanhoe Walk Talisman Walk Deeside Gardens Deeside Drive Deeside Crescent
22. CULTS / BIELDSIDE	Abbotshall Road Kirk Brae North Deeside Road (South Avenue to Cults Hotel) Cults Avenue Hillview Crescent Quarry Road Cairn Road Baillieswells Road North Deeside Road (at Bielside Shops)
23. MILLTIMBER	Contlaw Brae Monearn Gardens
24. CULTER	Malcolm Road North Deeside Road (Malcolm Rd to Cairn Rd) School Road Towerview Road Coronation Road Cairn Road

(f) **STEPS/RAMPS FOR SPECIAL ATTENTION**

**Priority One**

Commerce Street to Castlehill	Steps/Ramp
Crown Terrace to Bridge Street	Steps
Green to Union Street	Steps
Mounthooly	Steps
Skene Terrace to North Silver Street	Steps
Virginia Street to Castle Terrace	Steps
Virginia Street to Marischal Street	Steps
Union Street - Correction Wynd	Steps

**Priority Two**

Auchmill Road	Steps
Bankhead Road to A947	Steps/Ramp
Beach Boulevard to Castlehill Terrace	Steps
Beach Boulevard to Hanover Street	Steps
Belmont Street – Denburn Road (Patagonian Court)	Steps
Gilbert Road Underpass (both sides)	Ramps
Great Northern Road to Deer Road	Steps / Ramps
Greenburn Underpass (both sides)	Steps/Ramps
Ivanhoe Walk	Steps
Kepplehills Road	Steps at Shops
Mansfield Road	Steps
Morningside Road to Deeside Gardens	Steps
St Johns Road to A947	Steps/Ramp
Sclattie Park	3 Sets Steps
Talisman Walk	Steps

**(g) CYCLEWAYS**

The Westhill path (from City boundary to Hazlehead Roundabout)

The Shell path

Cycle paths along Stoneywood Road (section of National Cycle Network)

Cove Road to Duthie Park where cycleway is part of a shared footpath

Wellheads Drive cycle path where cycleway is part of a shared footpath

Cycle paths along Wellington Road where cycleway is part of a shared footpath

**(h) PARKS, CEMETERY ACCESSES, CREMATORIA ACCESS, SHELTERED HOUSING ACCESSES, UNADOPTED FOOTWAYS THROUGH COUNCIL HOUSING AREAS AND ACCESS TO OTHER COUNCIL PROPERTY**

The following are lists from the above categories which should be given priority treatment.

1. Accesses to all sheltered housing complexes:

<b>Multi Storey Sheltered:</b>		
<b>Area 5 &amp; 8</b>	<b>Area 6,7 &amp; 9</b>	<b>Area 16, 18 &amp; 20</b>
Granitehill House Regensburg Court Smithfield Court	Ashgrove Court/Gillespie Castleton Court Clifton Court Donview House Fullerton Court Hilton Court Lord Hays Court Meadow Court Murray Court Seaton House Seaview House St Clements Court Stewart Park Court Woodhill Court	Balmoral Court Brimmond Court Gairn Court

<b>Low Rise Sheltered Complexes:</b>		
<b>Area 5 &amp; 8</b>	<b>Area 6,7,9 &amp; 11</b>	<b>Area 16, 18, 19 &amp; 20</b>
Berrymoss Court Charlie Devine Court Clashieknowe Denmore Court/V.S. Fairley Den Gray Court Hamewith  Kingswood Court Lewis Court Merrivale Parkhill Court Quarryhill Court Taransay Court	Aberdon Court Bede House Court Constitution Court Dominies Court Loch Court Short Loanings South Constitution Street Stocket Grange	Balnagask Cottages(1) Balnagask Cottages(2) Craigton Park Densat Court Janesfield Manor Margaret Clyne Court Mark Bush Court  Provost Hogg Court Rorie Court Thorngrove Court

2. Accesses to following Social Work Properties

<b>Area 5 &amp; 8</b>	<b>Area 6,7 &amp; 9</b>	<b>Area 15, 18, &amp; 20</b>
Quarry Centre, Cumming's Park Crescent		Kincorth Social Work Office, Fauld's Row
Mastrick Social Work Office, Greenfern Road	Rosehill Centre, 202 Ashgrove Road West	Pitfodels House, North Deeside Road, Cults
Williamson Family Centre, Mastrick Close	Croft House, Oldcroft Place	Craigton Road Day Centre, Craigielea Gardens
Community Special Needs Group, 2 Croft Road	Aberdon House, Coningham Road, Tillydrone	Deeside Family Centre, Girdleness Road
Burnside Day Centre, Mastrick Drive		

3. Accesses to the following Cemeteries and Crematoria:

<b>Area 2 &amp; 6</b>		<b>Area 12,18,19,&amp; 24</b>
Dyce Grove Cemetery		Hazlehead Crematorium Culter Church Cemetery Springbank Cemetery Nigg Church Cemetery Hazlehead Cemetery

4. Accesses to the following Shopping Centres

<b>Area 5 &amp; 8</b>	<b>Area 7 &amp; 9</b>	<b>Area 20</b>
Byron Square	Hayton Road	Provost Watt Drive
Greenfern	Tillydrone	Kincorth
Cummingspark	Foresterhill Road, Cornhill	

5. Accesses to restaurants, where open, toilets, steps and ramps within the City Council's parks and garden

	<b>Area 13</b>	<b>Area 17</b>
	Westburn Park	Duthie Park (From Polmuir Road Entrance)

With the exception of the specific locations detailed above, all other areas in the above categories will receive priority 2 treatment.

The following Multi Storey Blocks are part of the list which will receive priority 2 treatment:

<b>MULTI-STOREY BLOCKS</b>		
<b>Area 8</b>	<b>Area 7,9,10 &amp; 11</b>	<b>Area 15 &amp; 20</b>
Mastrick Land	Aulton Court Balgownie Court Bayview Court Beachview Court Beechwood Court Cairncry Court Cornhill Court Denburn Court Donside Court Elphinstone Court Gilcomstoun Land Grandholm Court Greig Court Hutcheon Court Inverdon Court Kings Court Linksfield Court Marischal Court Northsea Court Oldcroft Court Porthill Court Promenade Court Regent Court Rosehill Court Seamount Court St Machar Court St Ninian Court Stockethill Court Thistle Court Tillydrone Court Virginia Court	Bruce House Davidson House Grampian Court Kincorth Land Morven Court Rose House Wallace House

**OPERATIONAL  
PLAN  
APPENDIX D – STOCK AND TREATMENT GUIDANCE**

**(a) Community Grit/Salt Bins.**

Small quantities of salt (for use on the public roads and footpaths) are available free of charge to members of the public, subject to them supplying a suitable container and shovel, from the community grit bins sited at the following location.

<b>COMMUNITY</b>	<b>ADDRESS OF COMMUNITY BIN LOCATION</b>	<b>DETAILED LOCATION</b>
Bridge of Don	Park and Ride	In south car park.
City Centre - Crown Terrace	Near St John's Place, junction.	Next to recycling point.
City Centre - Justice Street	Near Recycling Point	Next to recycling point.
City Centre - Kidd Street	Union Row, Aberdeen, AB10 1SA	Opposite Investment house.
Countesswells Road	Near number 210	Setted surface near number 210
Cove	Loirston Close	Public House car park
Craibstone	Park and Ride	At entrance to south carpark
Danestone	Laurel Drive, AB22 8HB	Tesco car park – next to recycling facilities
Dyce	Netherview Avenue Dyce, Aberdeen, AB217NG	Asda car park – Next to recycling facilities
Garthdee	Garthdee Road, Aberdeen, AB107QA	Asda car park – Next to recycling facilities
Kingswells	Park and Ride	Next to recycling point and bins
Mastrick	Fernhill Drive, AB16 6QT	Near junction with ernhill Road
Northfield	Byron Square, Aberdeen, AB16 7LL	Byron Square next to bins in carpark
Peterculter	Johnston Gardens North. Peterculter, AB14 0LD	At turning area near number 129
Regent Walk	Near Regent Court	Regent court carpark, near entrance
Rosemount	65 Leadsid road, Aberdeen, AB25 1RX	Outside 65 Leadsid road next to bins
Seaton Drive	Near King Street Junction	Carpark on entry to Seaton Walk
Tillydrone	Pennan Road, Aberdeen, AB24 2UD	Opposite family centre / library
Torry	Girdleness Road	Layby opposite 223 Girdleness Road
Woodside	Anderson Road, Aberdeen, AB24 4NS	At the top of Anderson Road, next to Stewart Park

**(b) – Decision Making Treatment Matrix – Precautionary Treatments**

**WINTER TREATMENT SPREAD RATE MATRIX SCOTS WINTER SERVICE SUBGROUP ADVICE**

Salt Type	Precautionary Treatment for frost / ice	Variation of Well Maintained Highways Appendix H - September 2013					
		Column C	Column D	Column G	Column H	Column K	Column L
		Poor Cover medium Traffic Normal Loss	Poor Cover medium Traffic High Loss	Fair Cover medium Traffic Normal Loss	Fair Cover medium Traffic High Loss	Good Cover medium Traffic Normal Loss	Good Cover medium Traffic High Loss
Dry Salt	RST at or above -2 Degrees and damp road conditions <i>Table H9 of Code - where the road surface is dry no action is needed even when conditions are below zero</i>	10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Pre-wet Salt		10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Treated Salt		10(7)	10(7)	10(7)	10(7)	10(7)	10(7)
Dry Salt	RST at or above -2 Degrees and wet road conditions	15(13)	20(16)	10 or 15(11)	15(13)	10(8)	10
Pre-wet Salt		15(12)	15(14)	10(10)	15(12)	10(8)	10(9)
Treated Salt		10(10)	10 or 15(11)	10(8)	10(10)	10(7)	10(7)
Dry Salt	RST below -2 deg C and above -5 deg C and damp road conditions	15 or 20(17)	20	10 or 15(14)	20(17)	10 or 15(11)	15(13)
Pre-wet Salt		15 or 20(16)	20(18)	15(14)	15(16)	15(11)	15(12)
Treated Salt		15(12)	15(14)	10 or 15 (11)	15(12)	10(8)	10(10)
Dry Salt	RST below -2 deg C and above -5 deg C and wet road conditions	1 x 20 then monitor & treat as required(2x17)	1 x 20 then monitor & treat as required(2x20)	1 x 20 then monitor & treat as required(2x28)	1 x 20 then monitor&treat as required(2x17)	20(20)	1 x 20 then monitor & treat as required(25)



<b>Pre-wet Salt</b>		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed (27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
<b>Treated Salt</b>		1 x 20 then monitor & treat as required(24)	1 x 20 then monitor & treat as requ'ed(28)	1 x 20 then monitor & treat as requ'ed (21)	1 x 20 then monitor & treat as requ'ed(24)	1 x 20 then monitor & treat as requ'ed(16)	1 x 20 then monitor & treat as required(19)
<b>Dry Salt</b>	<b>RST at or below -5 deg C and above -10 deg C and damp road conditions</b>	1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x19)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor&treatas requ'ed(2x16)	20	1 x 20 then monitor & treat as required(24)
<b>Pre-wet Salt</b>		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
<b>Treated Salt</b>		1 x 20 then monitor & treat as required(23)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed (20)	1 x 20 then monitor & treat as requ'ed(23)	1 x 20 then monitor & treat as requ'ed(15)	1 x 20 then monitor & treat as required(18)
<b>Dry Salt</b>	<b>RST below -5 deg C and above -10 deg C and wet road conditions</b>	1 x 20 then monitor & treat as required(32)	1 x 20 then monitor & treat as requ'ed(2x39)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 then monitor&treatas requ'ed(2x32)	1 x 20 then monitor&treatas requ'ed(2x20)	1 x 20 then monitor & treat as required(2x24)
<b>Pre-wet Salt</b>		1 x 20* then monitor & treat as required(2x31)	1 x 20 then monitor & treat as requ'ed(2x36)	1 x 20 then monitor & treat as requ'ed2x(27)	1 x 20 then monitor & treat as requ'ed(2x31)	1 x 20 then monitor & treat as requ'ed(2x21)	1 x 20 then monitor & treat as requ'ed(2x24)
<b>Treated Salt</b>		1 x 20 then monitor & treat as req'red(2x23)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 then monitor & treat as requ'ed(2x20)	1 x 20 then monitor & treat as requ'ed(2x23)	1 x 20 then monitor & treat as requ'ed(30)	1 x 20 then monitor & treat as required(2x18)

Key:

( ) = Appendix H recommendations

- a. The treatment matrix assumes no residual de-icing material on the carriageway. The presence of residual de-icing material will be taken into account and spread rates adjusted in preparing proposed action plans. Evidence of residual salt should be based on IPS sensor/camera feedback or visual inspection.
- b. Particular attention should be given to possibility of water running across carriageways and other surfaces e.g., off adjacent fields after heavy rains, washing off previously deposited salt. Such locations should be closely monitored and may require further treatments
- c. If rain is forecast to fall on frozen surfaces then treatment should take place on the dry roads prior to the commencement of the rain and again during the rainfall until

temperatures are above 0°C, subject to being completed within the council's hours of cover.

- d. Salt is less effective when road temperatures are below –5°C. However salt and grit may be used on sheet ice or hard-packed snow when temperatures are exceptionally low. Where hard packed snow and ice have formed and cannot be removed by ploughing, a salt sand mix can be used in successive treatments at a spread rate of 20 – 40 g/sqm. This aids vehicle traction and acts to break up the snow and ice.

**(c) Precautionary Treatment Matrix for Snow Conditions**

Salt Type	Precautionary Treatments Before Snow or Freezing rain	Light or Medium Traffic	Heavy Traffic
Dry Salt	Light Snow Forecast <10mm	20g/m <sup>2</sup>	20g/m <sup>2</sup>
Pre-wet Salt		20g/m <sup>2</sup>	20g/m <sup>2</sup>
Treated Salt		15g/m <sup>2</sup>	15g/m <sup>2</sup>
Dry Salt	Moderate/Heavy Snow Forecast >10mm	20g/m <sup>2</sup>	40g/m <sup>2</sup>
Pre-wet Salt		20g/m <sup>2</sup>	40g/m <sup>2</sup>
Treated Salt		15g/m <sup>2</sup>	30g/m <sup>2</sup>
Dry Salt	Freezing rain Forecast	1 x20g/m <sup>2</sup> then monitor	
Pre-wet Salt		1 x20g/m <sup>2</sup> then monitor	
Treated Salt		1 x15g/m <sup>2</sup> then monitor	

**(d) Reactive Treatment Matrix for Ice and Compacted Snow Conditions**

Non – Precautionary/Reactive Treatments of Snow/Ice		
During snowfall	Salt - 20g/m <sup>2</sup>	
Thin layers of Ice < 1mm RST above -5C	Salt - 20g/m <sup>2</sup>	
Thin layers of Ice < 1mm RST below -5C	Salt - 20g/m <sup>2</sup>	Consider using Mixtures – 20-40g of Sand/Salt
Thin layers of compacted snow/ice up to 5mm thickness.	Mixtures – 20-40g of sand/salt	
Layer of compacted snow/ice greater than 5mm thickness.	Mixtures – 20-40g of sand/salt	Consider using sand only.

### **(e) Appropriate Salt and Grit Stock Levels**

Salt stocks

Winter Period	1st October to 30th March
Core Winter Period	1st
November to 1 March Days Resilience (Overall Winter Period)	9 days
Days Resilience (Core Winter Period)	15 days

Depot Tonnage	Non-Winter stock		Non-Core Winter Period		Core Winter Period	
	Min	Max	Min	Max	Min	Max
Bucksburn	2000	4100	3250	10500	3,750	10750
Tullos	0	250	400	1000	500	1000
Total	2000	4350	3650	11500	4250	11750

Application of resilience measures to be considered at the following stock levels.

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

The service is to have access to 200 tonnes of grit during the core winter period.

Mutual aid in salt supply and other aspects of winter service and contingency arrangements in advance, are in place through the Salt Cell Group. The 32 Scottish Councils are represented on this group through SCOTS, SOLACE and COSLA. Salt Cell is monitoring salt restock for winter 2020/21.

## OPERATIONAL PLAN APPENDIX E – FLOODING GUIDANCE

### Organisations and roles

A number of organisations are involved in managing the risk from flooding in Aberdeen City. The Flood Risk Management (Scotland) Act 2009 places a duty on them to work together to reduce the overall risk. The specific duties on each include.

#### Scottish Government

- Setting National Policy on Flood Risk Management and Flood Warning.
- Provision of resources to enable authorities to address flood risk.

#### SEPA – Scottish Environmental Protection Agency.

- SEPA is Scotland's national flood forecasting, flood warning and strategic flood risk management authority.
- SEPA provide advice and work with other organisations to ensure that a nationally consistent approach to flood risk management is adopted. They are also responsible for producing Scotland's Flood Risk Management Strategies.
- SEPA's [website\(external\)](#) contains detailed information on flooding including live flood updates, a frequently asked questions section which includes measures and products that householders would find useful in helping to protect their property from flooding.
- The flood warning system provided by SEPA in conjunction with the Met Office covers the whole of Scotland and is based on Flood Alerts, Flood Warnings and Severe Flood Warnings. Details are available on [Floodline \(external\)](#).
- SEPA also provides a comprehensive map of locations that may be affected by River, Coastal or Surface Water flooding. [Flood Map \(external\)](#).

#### Scottish Water

- Scottish Water is responsible for dealing with the immediate impact of flooding from sewers. If a flood contains sewage or foul water from a sewer it should be reported to Scottish Water on:

0800 0778 778 or online at [Scottish Water \(external\)](#)

- In addition to maintaining the public sewer system Scottish Water maintains any public sections of drainage systems through which curtilage water from (roofs and paved surfaces) within a property discharge. The private sections of these systems are the responsibility of the property owner. Scottish Water manage the discharge of this water once it enters the public sewers.
- Working in partnership with the local authority and emergency services.
- Working with other bodies such as SEPA, local authorities and the emergency services during a flood event to alleviate any flooding from public sewers.
- Dealing with any flooding and repairing the resulting damage caused by burst water mains and sewers.
- Not responsible for private guttering within a property boundary, this is the responsibility of the property owner.

#### Police Scotland

- Co-ordinate the actions of all agencies involved during a **major** incident.
- Will control the scene at its outer limits by setting up cordon points and setting up a traffic management system in conjunction with the Local Authority.

- Responsible for the protection of life and coordinating evacuation of an area if required.
- Contact number 101 or in an emergency 999. [Police Scotland \(external\)](#).

### **Scottish Fire and Rescue Service**

- The Scottish Fire and Rescue service has a duty to save lives in the event of serious flooding.
- Working locally with partner organisations and agencies to ensure effective wider consequence emergency response plans are developed for identified local risks.
- Fulfilling statutory duties in relation to the Civil Contingencies Act 2004 by contribution to the Grampian Local Resilience Partnership and North of Scotland Regional Resilience Partnership.
- Contact number 101 or in an emergency 999. [Scottish Fire and Rescue Service \(external\)](#) .

### **Maritime and Coastguard Agency.**

- Taking the lead role in dealing with incidents at sea and inland water.
- Minimising loss of life amongst seafarers and coastal users.
- Responding to maritime emergencies 24 hours a day.
- Responding to non-maritime incidents such as floods, searches or assisting in evacuating areas.
- Maritime and Coastguard Agency [website \(external\)](#).
- Contact phone number locally - 020 3817 2001.
- Local Aberdeen Coastguard team [website \(external\)](#) phone number - 01224 592334 in emergency call 999 and ask for Coastguard.

### **Met Office**

- Produces weather forecasts to help the UK public make informed decisions about day-today activities.
- Warns people of extreme weather to allow them to mitigate its impacts.
- Provides forecasting services to SEPA.
- Not Aberdeen City Council's winter forecast provider.
- Met office [website \(external\)](#).

### **Transport Scotland**

- Gully (gutter and drain covers) maintenance for trunk roads.
- Trunk road closures.
- [Transport Scotland](#)

### **Landowners**

- Have a responsibility for the maintenance of watercourses and other water bodies including repairs and clearing.
- Have a responsibility for private flood defenses on their land and maintenance of private drainage systems.

## Homeowners

- Responsible for protecting their property from flooding.
- Responsible for acquiring home contents and buildings insurance. Advice regarding flooding insurance is available at [FloodRE \(external\)](#)
- Responsible for taking action to prepare for flooding
- Responsible for maintaining private drainage, including gullies and drains on shared private access roads and courtyards
- Property owners can register with SEPA to have local flood warnings sent directly to their phone. [Sign up to Floodline \(external\)](#)
- Additional flooding advice and support for property owners and community groups affected by flooding can also be obtained through the [Scottish Flood Forum \(external\)](#) on 01698 839021 or at [Rain and Flooding \(external\)](#)

## The Aberdeen City Council

The main responsibilities resting with the Operations Roads and Flooding Teams and the actions taken to address these responsibilities:

- Preparation of maps of water bodies and SuDS (Sustainable Urban Drainage Systems).

Maps of waterbodies are in place on GIS. SuDS maps process in place.

- Assessing water bodies for conditions likely to pose a flood risk.

The Flooding team in collaboration with Scottish Water have delivered the Integrated Catchment Study (ICS). The ICS identifies flood risk from watercourses. The Flooding team is continuing to deliver a range of additional flood studies. Watercourse assessments are carried out to assess those that may pose a flooding risk.

- Undertake maintenance works in water bodies including the clearance of watercourses where the works will significantly reduce flood risk

Watercourses inspections are carried out and appropriate actions are taken when there is high flood risk. Priority hakes (trash screens) are being checked and cleaned by Tullos/Roads monthly or on receipt of a flood alert/warning.

- Maintenance of existing flood alleviation schemes.

The flood alleviation schemes in place are monitored and maintained appropriately (example Stronsay Drive). Checks are carried out by Tullos/Roads on receipt of a flood warning. The most sensitive are monitored using CCTV and actions taken to clear blockages on receipt of a flood alert/warning.

- Maintaining road gullies – while these are not designed to cope with extreme weather events it is still important that they operate efficiently to avoid localised flooding.

Gullies are checked and cleaned by Tullos/Roads.

- Planning and development management (with flood risk advice from SEPA)

Flooding team gives advice on those planning applications where a Flood Risk Assessment is required.

- Working with the emergency services in response to severe flooding.

The council responds to incidents providing relevant assistance to emergency services.

- Coordinating reception centres for people evacuated from their homes and arrange temporary accommodation if appropriate.

Depending on the severity of the incident the council will respond to and assist with evacuation and temporary accommodation.

- Coordinating the aftermath of a flood

The Flooding Team keep records of any flooding incident, investigate and take the appropriate action (if required). Flooding team deal with PLP's (Property Level Protection funding)

- Dealing with road closures (except on trunk roads).

Flooding and roads teams monitor SEPA alerts/warning, weather (Radar), river and tides levels and in case of high flood risk raise the issue to the appropriate team for immediate action including closing roads (Tullos/Roads).

- Preparation of local Flood Risk Management Plans (from 2012)

North Local Flood Risk Management Plans have been prepared in collaboration with SEPA, Aberdeen City Council, Aberdeenshire Council, Moray Council, Scottish Water and Cairngorms National Park Authority.

On receipt of flood alert/warning the following actions are considered:

- Continuous weather, river, and tide levels monitoring
- Priority hakes (trash screens) checking and cleaning
- Media release
- Arranging road closures
- Riverside flood gates closure
- Gullies cleaning
- Flood alleviation schemes monitored and cleaned

On receipt of a Severe Flood warning the roads service will

- Arrange for a team of up to 5 staff members to monitor and react to flooding incidents including a Manager, Team Leader, Technical Officers, Supervisor, Support staff.
- The team will manage and direct frontline resources responding to the flooding event, including supplying receiving and recording identified problem locations, arranging road closures, clearing blockages in road drainage systems, gullies, culverts, ditches, making sand bags available, closure of flood gates, monitoring social media to identify problem locations, assisting emergency services. Monitoring and cleaning flood alleviation systems.
- Make available sandbags for residents who have a property that is in imminent risk of flooding and is not a known flood risk.
- Work with the Duty Emergency Response Coordinators (DERC) Emergency Planning Unit, Local and North of Scotland Resilience Partnerships on major incidents that involve flooding.
- Provide inspection, assessment and enforcement at flooding location following an event.

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## ABERDEEN CITY COUNCIL

<b>COMMITTEE</b>	Operational Delivery Committee
<b>DATE</b>	10/09/2020
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Rent Support Scheme for Care Experienced Young People
<b>REPORT NUMBER</b>	OPE/20/115
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Graeme Simpson
<b>REPORT AUTHOR</b>	Andrea McGill
<b>TERMS OF REFERENCE</b>	1.1.2

### 1. PURPOSE OF REPORT

- 1.1 To provide details of a Rent Support Scheme for Care Experienced Young People (CEYP). Due to the COVID-19 pandemic this was not possible however work to develop and implement the scheme was progressed by officers.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Note that the process to introduce a Rent Support Scheme for CEYP has been agreed and is in operation.

### 3. BACKGROUND

- 3.1 It was agreed at the meeting of the Full Council in March 2020, to take forward a Rent Support Scheme which supports CEYP. The beneficiaries of the scheme are CEYP who are Aberdeen City Council tenants and are students enrolled in higher or further education. It can be reported that this Scheme is now operational and benefitting 8 (of the 19) young people who are supported by the Youth Team, undertaking further or higher education studies.

- 3.2 CEYP who qualify for rent support, are identified, and assessed by the Youth Team, the specialist support team which offers Throughcare and Aftercare support to CEYP. The Local Authority has a range of duties, including financial support, designed to support the long term welfare and progression in education, of CEYP. Sections 29 and 30 of the Children (Scotland) Act 1995, and Parts 10 and 11 of The Children and Young People (Scotland) Act 2014 are the primary legislative mechanisms. The Youth Team have a significant role in matching the assessed Aftercare support needs of CEYP to these supports. CEYP are financially supported in their studies by means of the care experienced bursary, paid by the Student Award Agency Scotland (SAAS). Guidance produced by the Scottish Government indicates that the availability

of a bursary does not negate nor diminish the duties of Local Authorities in respect of CEYP. While the bursary allowance is higher than state benefits, it creates a requirement to pay full rent costs, which has created unintended financial challenges for CEYP who, with limited resource, can result in their accrual of rent arrears. The Rent Support Scheme removes this risk.

- 3.3 The process which has been established allows for rent costs to be recharged to the Housing Revenue Account, as an interdepartmental reclaim process. In Quarter 1 of 2020/21, 8 young people have been supported by the Scheme. It is anticipated that this number will grow as those who have expressed an interest in further/higher education begin to explore this option, after the uncertainty created by Covid19.
- 3.4 In addition to the above, the Youth Team will work collaboratively with further and higher education establishments, to expand the reach of the Scheme, by targeting information to CEYP from Aberdeen City who are enrolled with these providers.
- 3.5 It can be reported that of those receiving support from the Scheme, 87% of the group attend further education provision. The majority of these young people aspire to progress to a higher-level course, with 13% of this cohort already undertaking University level studies.
- 3.6 The Rent Support Scheme takes effect to priorities Aberdeen City Council has adopted as Corporate Parents, as set out in the Getting it Right for Aberdeen's Children and Families Corporate Parenting Plan (2019-2021) and to Local Outcome Improvement Plan (2019-2026) commitments:  
  
*"All care experienced children and young people will have the same levels of attainment in education, emotional wellbeing and positive destinations as their peers by 2026".* To achieve this, it is recognised in the LOIP that ACC will support equity of access to education for all our children and young people; *"our care experienced young people and our other children at risk we will put addressing inequality in education and positive destinations at the forefront of our aims".*
- 3.7 The provision of financial support to pay rent is an example of our investment in outcomes which concern the future success of Aberdeen's CEYP. Historically, those with care experience have had poorer outcomes than their peers in accessing and sustaining post school study. Information reproduced by Who Cares? Scotland, positively indicates that there has been a small increase from 2016-18 in the number of Care Experienced entrants to further and higher education establishments, however this is within a backdrop of national data which signifies that, 9 months after leaving school, 30% of Care Experienced young people who were in care for part of the year are classed as unemployed, compared to 5% of their non-Care Experienced peers (Scottish Government, 2018).
- 3.8 The provision of financial support to meet rent costs should support an increase in the numbers in Aberdeen City who remain engaged with and sustain courses of study to completion. This links to a core aim identified for the Aberdeen City Champions Board who are tasked with addressing the core duties of Corporate Parents, and the key priority within the Champions Board plan, to support

*'Increasing the number of care leavers in education, training and employment'*. National information further indicates this challenge, as comparison between Care Experienced students and non-Care Experienced students, identifies a difference of 5.3% for retention at university, with a growing gap in successful completion of full-time further education courses undertaken at college where the gap is 15.6% (Who Cares? Scotland website 2020). This national information demonstrates that at all levels of study, Care Experienced students have lower rates of completing courses compared to all students at university and college.

- 3.9 The provision of this Rent Support Scheme for CEYP in Aberdeen City should contribute to an increase in the numbers completing studies, by removing an element of financial pressure from them. The Scheme will also be beneficial in alleviating uncertainty created both by the reliance on a student bursary being the main source of income and ameliorating the absence for some, who unlike their non care experienced peers, do not have the safety net of a network of family or alternatively supportive relationships. As a consequence of this, many CEYP are at lifelong disadvantage in terms of social mobility and equality of experience and therefore opportunity.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 This is effectively a spend to save and investment action, with the HRA providing the mechanism to enable the payment of rent for those with Aberdeen City property tenure.
- 4.2 As this scheme is recently initiated and operational since 1 April and due to the uncertainties created by the Covid19 pandemic, future costs are difficult to accurately predict. Q 1 costs amount to £9,129.65, with an annual estimated expenditure of around £40,000 in year one. The success of this Scheme will lead to a growth in expenditure.

#### **5. LEGAL IMPLICATIONS**

- 5.1 There are no direct legal implications arising from this report.

## 6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
<b>Strategic Risk</b>	That the Scheme will have a limited impact on strategic priorities.	L	There are several interconnected strategic drivers identified in the LOIP which seek to enhance CEYP engagement in education and which offer direct Aftercare support.
<b>Compliance</b>	There are no compliance issues.	L	N/A.
<b>Operational</b>	Adjustment of systems and awareness of key staff.	L	Existing systems have been amended to accommodate this process change and staff have been briefed.
<b>Financial</b>	Long term investment of resources with reported benefits at a relatively small scale.	L	There are well developed multi agency plans in place to improve the take up and access to further and higher education for CEYP.
<b>Reputational</b>	A failure of Aberdeen City Council to comply and meet its Corporate Parenting responsibilities would reflect negatively on the Council.	L	Positive media promotion and communication strategy have ensured local coverage of national event participation in e.g. National Care Day; Champs Camp to promote positive promotion of Corporate Parenting Role.
<b>Environment / Climate</b>	There are no environment/climate issues.	L	N/A.

## 7. OUTCOMES

<b><u>COUNCIL DELIVERY PLAN</u></b>	
	<b>Impact of Report</b>
<b>Aberdeen City Council Policy Statement</b>	Proposals within this report support the delivery of Policy Statement 7 – Commit to closing the attainment gap in education while working with partners in the city.
<b>Aberdeen City Local Outcome Improvement Plan</b>	
Prosperous Economy Stretch Outcomes	N/A
Prosperous People Stretch Outcomes	<ul style="list-style-type: none"> <li>• The proposals in the report have direct link specifically to the delivery and attainment of stretch outcome 5 and peripherally linked to outcomes 4 and 8.</li> <li>• 95% of care experienced children and young people will have the same levels of attainment in education, emotional wellbeing, and positive destinations as their peers by 2026.</li> <li>• Increase the number of care experienced young people accessing a positive and sustained destination by 25% by 2021.</li> <li>• Increase the number of children and young people remaining in a placement between 16-18 years old by 2021.</li> <li>• Increase the number of care experienced young people receiving appropriate multiagency throughcare by 2021.</li> <li>• Increase the number of staff, including carers who report increased understanding and skills to respond to children who have adverse childhood experiences (ACE) by 20% by 2021.</li> </ul>
Prosperous Place Stretch Outcomes	N/A
<b>Regional and City</b>	N/A
<b>UK and Scottish Legislative and Policy Programmes</b>	The duties in Part 9 of the Children and Young People (Scotland) Act 2014 legally embed the concept of corporate parenting and collectively are <i>'designed to ensure that the attention and resources of various publicly funded organisations are explicitly focused on the task of safeguarding and promoting the wellbeing of looked after children and care leavers'</i> . (CELCIS, Corporate Parenting Implementation Notes, 2016).
Children and Young People (Scotland) Act 2014 Section 56	

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not Required.
Data Protection Impact Assessment	Not Required.

## 9. BACKGROUND PAPERS

N/A

## 10. APPENDICES

N/A

## 11. REPORT AUTHOR CONTACT DETAILS

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