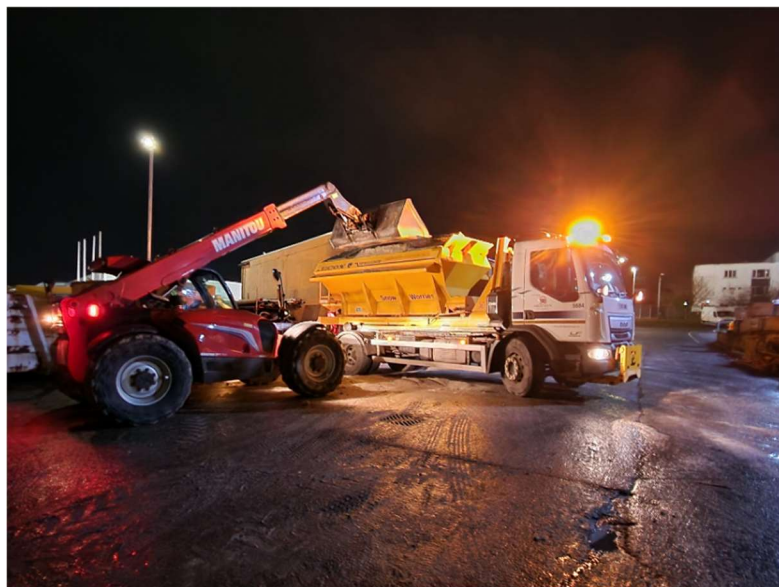




# **ABERDEEN CITY COUNCIL**

## **Roads Winter Service Plan**

### **2024 – 2025**



## **Specification & Operational Plan**



## **OPERATIONS & PROTECTIVE SERVICES**

### **ROAD SERVICES**

#### **WINTER SERVICE PLAN**

**2024-2025**

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

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**WINTER SERVICE PLAN**

**2024 – 2025**

**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 higher priority 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 and cycleways 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 supervisor 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 04.45 and 15.45 Monday to Sunday. At weekends the duty supervisor or the duty officer will determine if additional resources can be sourced.
- 2.2.3 All other footways and cycleways in the city will be treated as priority 2; 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 will be prioritised for treatment as far as reasonably practical. These footways and cycleways 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. Maps of prioritised footways can be found in appendix C.

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 2 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, 1 Tonne 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://www.aberdeencity.gov.uk/services/people-and-communities/get-ready-winter/find-grit-bin>

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.

2.3.4 1 Tonne bags of salt will be issued on application to individual residents on behalf of their community 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.

To receive a bag, the following criteria must be met:\*

- A named individual must take responsibility for the salt bag
- Contact details of that named individual (phone no. or email address) must be supplied
- A location within the boundaries of the individuals private property must be provided for the bag to be placed (we regret that we are unable to deliver bags to locations that are on Council owned or adopted assets. \*\*)
- The location requires 1.5m<sup>2</sup> space for bag to be dropped
- 3m width access for our delivery lorry, with room to turn (we are unable to deliver bags to locations where HGV access is not possible. All applications will be checked for access prior to approval being given)
- The location should be within 5m of public road or carriageway, where possible
- The bag must be accessible to members of the community, i.e. not behind locked gates, or out of sight. The scheme is for community benefit and not just for the

benefit of the applicant and applicants who attempt to prevent access to bag may have their bag removed without notice.

- Applicants must sign our disclaimer removing Aberdeen City Council's liability for damage caused to vegetation by the salt bags. Salt can kill vegetation and we cannot accept any responsibility for such loss as a result of participation in the scheme. We ask applicants to consider this when selecting a location for their bag.
- Bags must be a reasonable distance apart – i.e. we will not deliver bags to closely proximate locations. We will also reject applications where the location already has a permanent grit bin in close proximity.
- Applications after the closing date will not be considered and will be automatically rejected.

\* Please note that that having been approved for a bag in years does not guarantee an application will be successful this year. Council officers have the final say on whether an application is successful and may consider any relevant factor when dealing with requests. ACC reserve the right to close the scheme should demand outstrip service delivery capacity.

\*\* Exception may be made where a location is on a recently adopted road where the developer has left a grit bin which has not been adopted but does have space beside it for a bag to be placed. This must not encroach onto the adopted footway in such a way as to restrict the footway width to below 1.5m. Locations at the very end of a footway or carriageway may be considered where the location is not a thoroughfare, and the placement of the bag would not hinder access to property or for services such as refuse collection. A named contact would still be required for the bag.

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)



### **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 10g 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 15g per square metre. If the temperature falls between -2C and -5C and the road is wet, salt at 15/20g 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.

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

- 3.2.2 When continuous snow/freezing rain is forecast precautionary salting rates are to be 20 g/sq. m according to the anticipated severity of the snowfall as per Appendix (D,c)
- 3.2.3 If snow accumulation starts to exceed 10mm, ploughing should be undertaken. Where possible, 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.
- 3.2.4 These spread rates are dependent on available salt stocks, during periods of sustained snow salt availability may be restricted due to availability or instructions from out with 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 grit or salt/grit mixtures may be used. 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 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).
- 5.1.7 Salt stocks are monitored weekly by Transport Scotland for all 32 Local Authorities, and have an emergency stock for any authority running short during severe winter conditions.

## **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 and social media channels. 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.

## **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

**ABERDEEN CITY COUNCIL**  
**OPERATIONS & PROTECTIVE SERVICES**  
**ROADS OPERATIONS**

**WINTER SERVICE PLAN**

**2024-2025**

**PART 2 - OPERATIONAL PLAN**

## **WINTER SERVICE DOCUMENT**

### **PART 2**

### **OPERATIONAL PLAN**

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- 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, Supervisors 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".

Supervisors 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 Supervisors 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

Supervisors 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 Supervisors.

- 1.3.3 The Supervisors 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 Supervisors 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 – 28/10/2024 to 30/03/2025**

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 out with normal working hours. The vehicles will be loaded with neat salt and drivers will be contactable to receive instructions from the Supervisor. A Supervisor 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 Supervisor 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 Supervisors, as it may be necessary to call out additional drivers and vehicles.

The Supervisors will advise the Lead Response Operative 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 Supervisor the road conditions at the area of the particular hazard and in the area generally. The Supervisor 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 – 18/11/2024 to 16/03/2025**

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 Supervisor will advise the Lead Response Operative 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 Supervisor/Lead Response Operative both during and on completion of their patrols.

Additionally, the Supervisors 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 Hours**

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 Supervisors 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 Supervisors will advise the Lead Response Operative 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 07:45 a.m. – 15:45 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 Supervisors 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 Supervisors considers may require treatment.

## **2.5 Service out with Normal Working Hours 18/11/2024 to 16/03/2025**

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 Lead Response Operative 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 until after the evening forecast is received (approximately 1830).

On receipt of an emergency call, the Duty Lead Response Operative will dispatch 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 Lead Response Operative the road conditions at the areas of particular hazard and in the area generally. The Lead Response Operative 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 Supervisor of the extent of Winter Service operations carried out during the night.

Should it appear to the Duty Lead Response Operative 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 Supervisor advising him of the conditions so that the Duty Supervisor 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 Lead Response Operative 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 Lead Response Operative 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 Supervisor 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 Supervisors 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. 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 Supervisor 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 are 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 Supervisors 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 and passed to the duty officer as appropriate.

Out with Office Hours – All out of office calls will be received through the call centre and passed to the lead response officer or Duty officer as appropriate.

#### **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 Supervisor and 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 Supervisor by the Duty Officer.

##### Out with Office Hours and Holidays

It will be the responsibility of the Duty Officer to obtain the weather forecast, review and confirm action. Roads Operations Manager to be advised of daily action.

##### Emergency Weather Forecasts

The Council's meteorological advisors will inform the Duty Officer from 0800 to 1830 or the Lead Response Operative from 1830 to 0800 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 Lead Response Operative. The Duty Officer or the Lead Response Operative will advise the Duty Supervisor 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 be deviated from in the event of any of the following situations:

- (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. Whilst officers may treat at a level above that recommended based on the forecast, they will not treat at a level below the forecast recommendation. 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 Supervisors 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.

## **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.

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

A standby mechanic will be available at all times during the winter period.

### **4.2 Operation of Vehicles**

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 Supervisor 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.

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. 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 two-way radio for communication purposes.

## **5. Materials and Equipment**

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

### **Salt**

Stocks of salt will be maximised before the start of the winter period. It will be the responsibility of the Duty Supervisor 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**

Although not routinely used, sand will be kept available to be mixed with salt in accordance with the instructions of the Roads Operations Manager and will generally consist of one part sand to one part salt by weight but this mixture may be varied at the discretion of the Supervisors 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 Roads Operations Manager depending upon road and weather conditions.

It shall be the responsibility of the Supervisors 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.

## **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**

Winter Service within the above establishments are dealt with under separate arrangements within the Council.

## **7. Road Closures**

### **7.1 Road Closures**

The closure of a road under severe winter conditions can be authorised by the Police or Duty Supervisor. It is absolutely essential that there is consultation and co-operation between the two bodies in the issue of closure signage e.g. for a closure instigated by the Police during the night, the Duty Supervisor should be informed as soon as possible and where the closure initiative came from the Roads Staff the Police should 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 of treatment and the approximate tonnage of the material used. These sheets are to be completed daily by the gritter drivers and returned to the Supervisors 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

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

Duties of the Gritter Drivers

1. Duty Period: Monday – Sunday (including Public Holidays)

In addition, when on standby during period of duty, make themselves 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 Supervisor

3. Communication Radio

4. Responsible to the Duty Supervisor

5. Responsibilities

- a) To carry out a First Use Vehicle Check.
- b) Drive gritting vehicle along route as detailed on the route card or to verbal instructions of Duty Supervisor/Lead Response Operative, ensuring that carriageways are adequately gritted for the conditions prevailing.
- c) Maintain communication with the Duty Supervisor/Lead Response Operative 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 Supervisor/Lead Response Operative 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 40mph (64kph) 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 Supervisor/Lead Response Operative by radio and await further instructions.
- f) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative 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 Supervisor
3. Communication Radio
4. Responsible to the Duty Supervisor
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 Lead Response Operative/Duty Supervisor.
  - c) On receipt of a call-out he will proceed to location and deal with the condition, maintaining communication with the Lead Response Operative/Duty Supervisor 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 Supervisor, ensuring that carriageways are adequately gritted for the conditions prevailing.
  - e) Relay information back to the Lead Response Operative/Duty Supervisor 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 Lead Response Operative/Duty Supervisor 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 Supervisor/Lead Response Operative 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 Supervisor/Lead Response Operative.
  - 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 Lead Response Operative/Duty Supervisor by radio and await further instructions.
  - i) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative 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.

### Duties of the Duty Supervisor/Standby Supervisor

1. Duty Period: Duty Supervisor 04:45 – 15:45  
Standby Supervisor 15:45 – 04:45

2. Location: West Tullos Depot

3. Communication

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

4. Responsible to the Roads Operations Manager.

5. Responsibilities

Overall responsibility for the day to day operations of the Winter Service function.

- a) On receipt of Winter Maintenance Advice Sheet, initiate appropriate action, utilising Lead Response Operative as necessary, including advising drivers on spread rates to be applied.
- b) Ensure that gritters, lorries, plant and ancillary equipment are maintained in operational condition and located at the appropriate Depots and that adequate supplies of salt and sand are available.
- c) Ensure that drivers and operators are conversant with operational details.
- d) In the event of severe conditions, which exhaust the capacity of his resources, advise the Road Operations Manager of the short fall in resources.
- e) To react to outside agency's requests and advise them, as necessary, when adverse conditions require their action and render support in plant and labour resources as necessary. Discuss with Roads Operations Manager or Duty Officer where this compromises treatment in the road network.
- f) In the event of the breakdown of a vehicle, report defect to the appropriate workshop.
- g) Complete a daily log of vehicles and plant breakdowns.
- h) To ensure all call-out requests are logged in Log Book indicating time received and time incident dealt with.
- i) Ensure that drivers logs are maintained, and to ensure that the treatment and spread rates comply with his instruction on a daily or weekly basis.

- 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 Supervisor must keep either the Lead Response Operative 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.

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 Supervisor.
- b) Complete Winter Maintenance Advice Sheet and issue to Duty Supervisor. Duty Supervisor to be contacted by telephone/radio if not available in West Tullos Depot.
- c) Issue Winter Maintenance Advice Sheet to Lead Response Operative.
- 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 Lead Response Operative

1. Duty period: 8:30 pm to 8.00am
2. Location: West Tullos Depot
3. Communication Telephone and radio
4. Responsible to Duty Supervisor/Stand-by Supervisor
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 Supervisor 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 Supervisor 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 Supervisor and Duty Officer.

## Duties of the Road Operations Manager

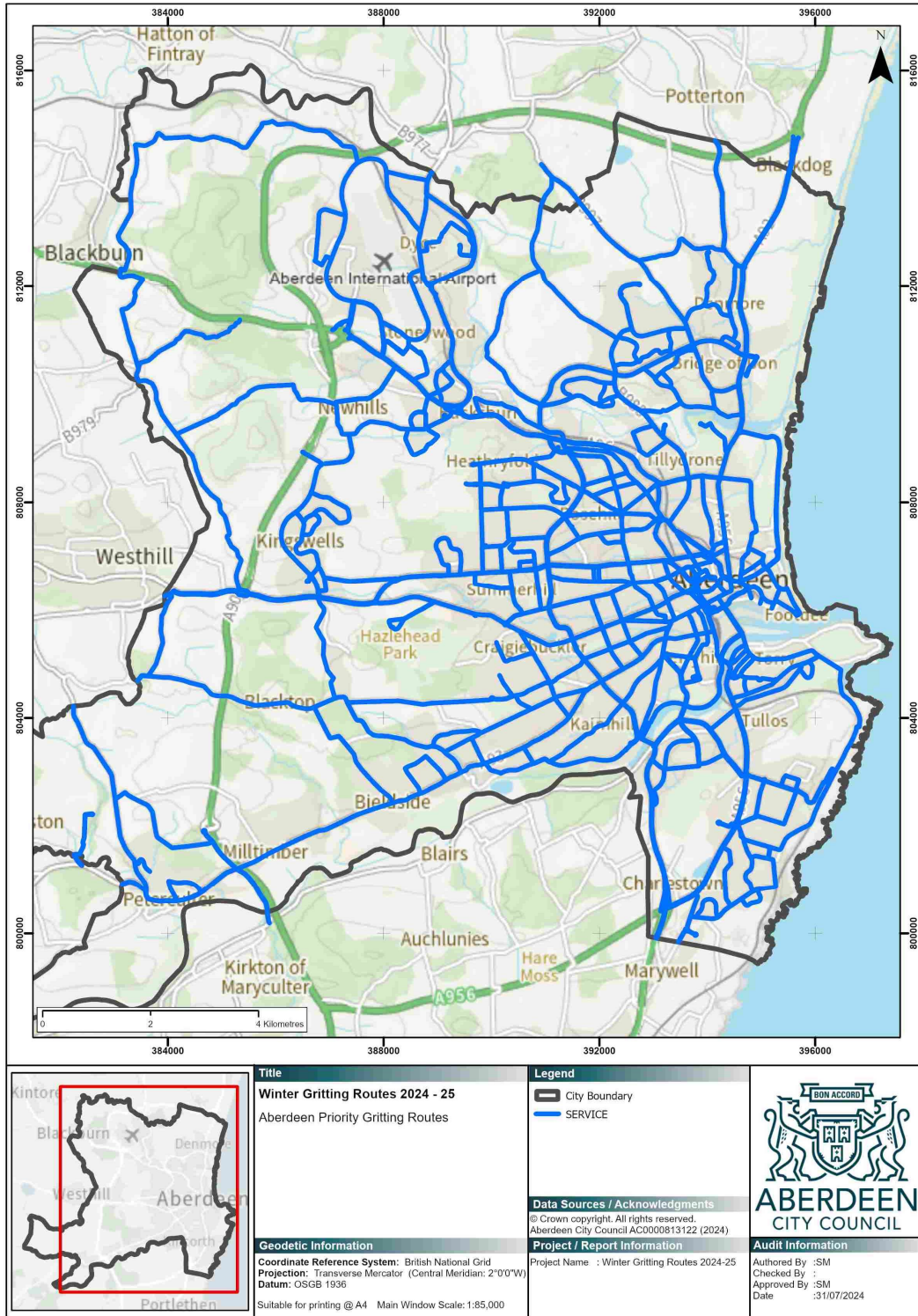
1. Duty period: Flexible.
2. Location: Office/Residence.
3. Communication: Telephone and radio
4. Responsible to Roads Infrastructure Manager.
5. Responsibilities
  - a) Wholly responsible for ensuring that the Supervisors and Operatives are conversant with Winter Maintenance Operations and shall provide the Supervisors 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 Supervisors 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 Supervisor and Operatives to ensure that adequate supervision for day to day operations is provided.
  - g) Ensure compliance with the Specification Document.

In Roads Operations Manager absence, this role will be taken over by the Team Leader – Operations.

# OPERATIONAL PLAN APPENDIX C - GRITTING ROUTES

## Priority Routes

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

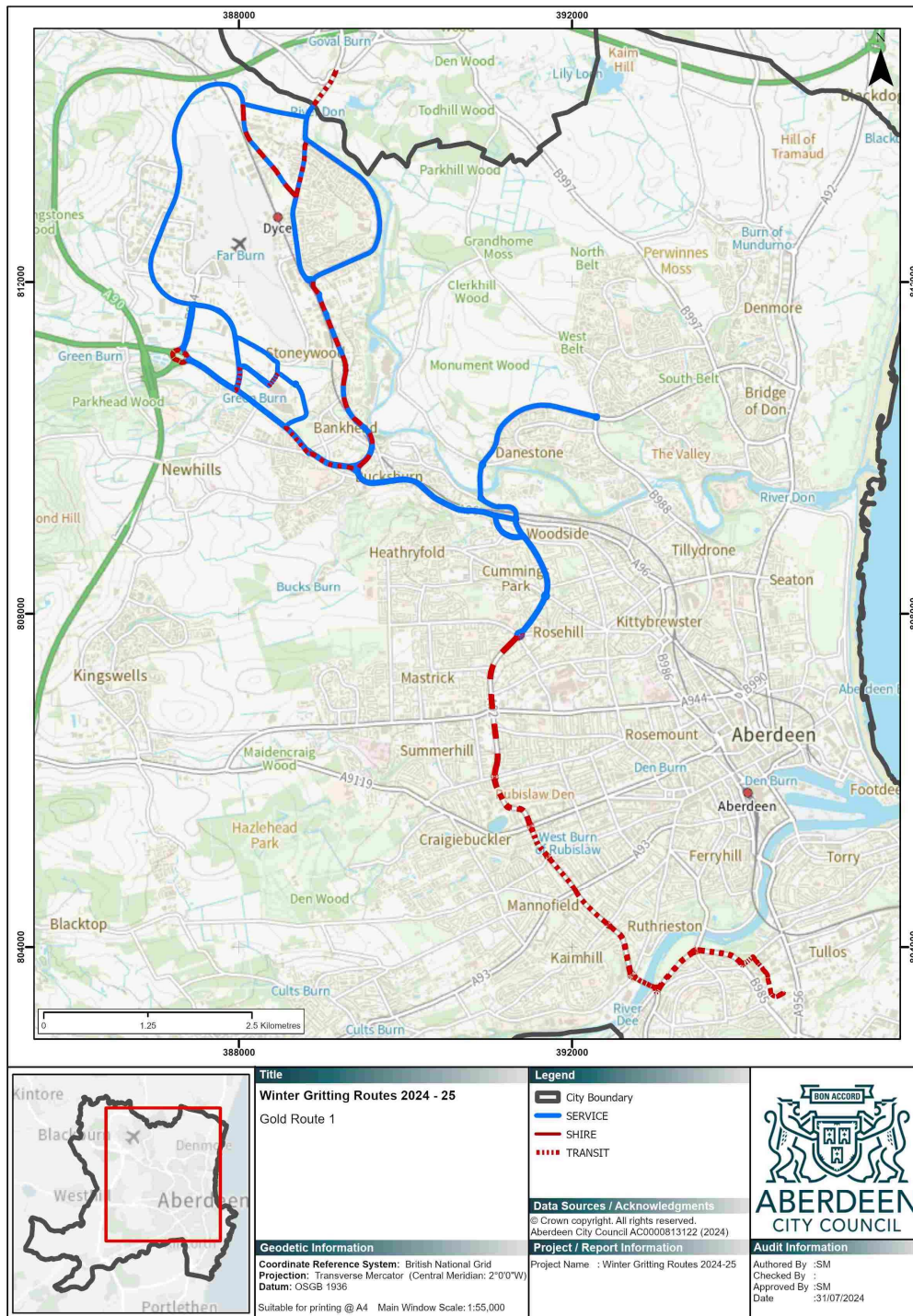


(a) **Priority 1 Gold Routes**

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>
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**Gold route 1**



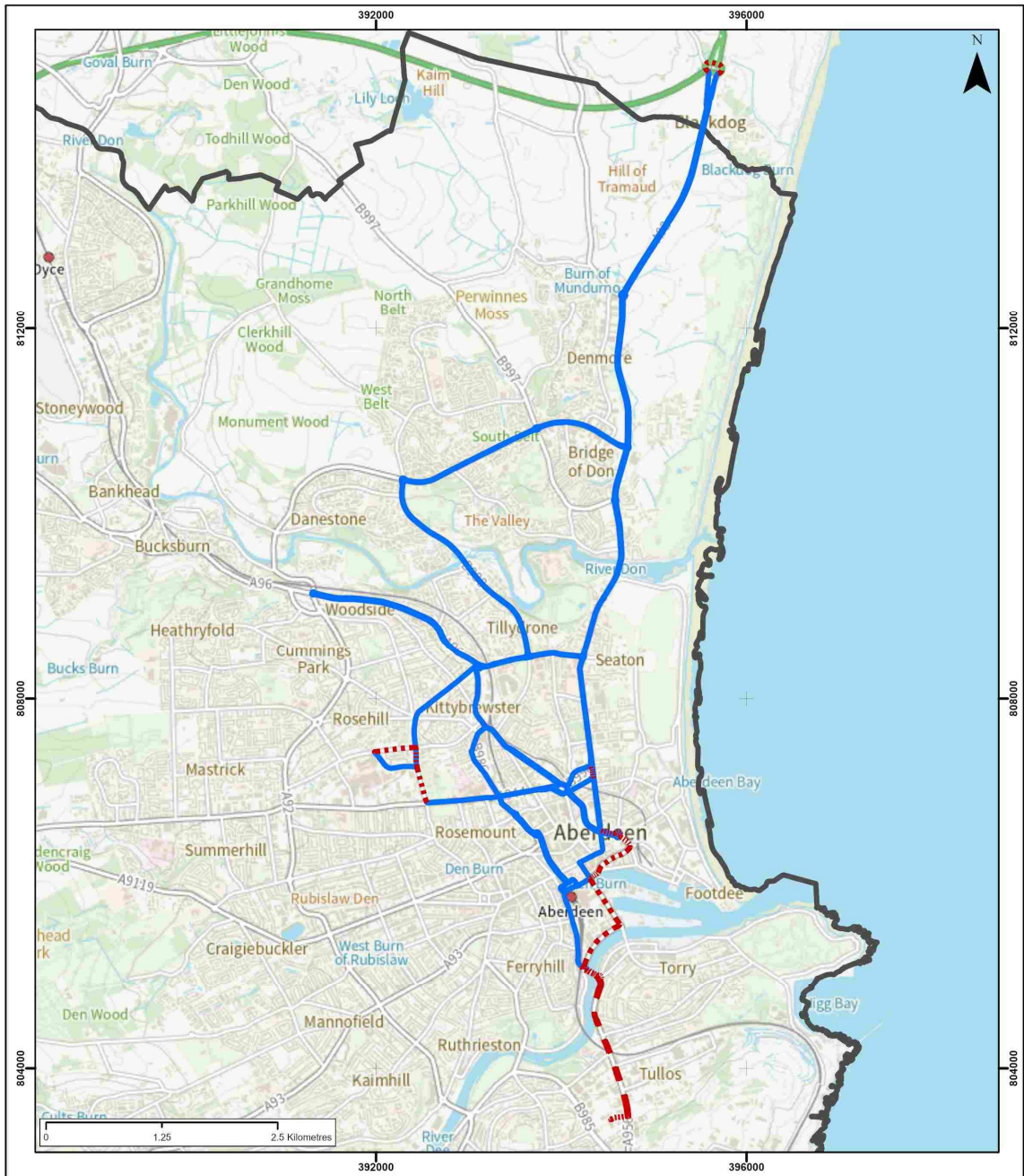
<b>GOLD ROUTE 1</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
WEST TULLOS DEPOT	CRAIGSHAW DRIVE	RIGHT
CRAIGSHAW DRIVE	ABBOTSWELL ROAD	LEFT
ABBOTSWELL ROAD	ABBOTSWELL ROUNDABOUT	RIGHT - 2ND EXIT
ABBOTSWELL ROUNDABOUT	WEST TULLOS ROAD	
WEST TULLOS ROAD	KING GEORGE VI BRIDGE ROUNDABOUT	STRAIGHT - 2ND EXIT
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	KINGS CROSS ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGS CROSS ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	MURDOS ROUNDABOUT	COMPLETE - 2ND EXIT
MURDOS ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	ROSEHILL ROUNDABOUT	STRAIGHT - 2ND EXIT
ROSEHILL ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	HAUDAGAIN BYPASS	LEFT
HAUDAGAIN BYPASS	AUCHMILL ROAD	LEFT
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	
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

<b>PITMEDDEN ROAD</b>	<b>VICTORIA STREET</b>	<b>LEFT</b>
<i>VICTORIA STREET</i>	<i>"KWIKFIT" ROUNDABOUT</i>	<b>LEFT - 1ST EXIT</b>
<b>"KWIKFIT" ROUNDABOUT</b>	<b>OLD MELDRUM ROAD</b>	
<b>OLD MELDRUM ROAD</b>	<b>OLD MELDRUM ROAD</b>	<b>FOLLOW ON TO</b>
<i>OLD MELDRUM ROAD</i>	<i>OLD MELDRUM ROAD</i>	<b>TURN AT LIGHTS</b>
<i>OLD MELDRUM ROAD</i>	<i>OLD MELDRUM ROAD</i>	<b>FOLLOW ON TO</b>
<b>OLD MELDRUM ROAD</b>	<b>"KWIKFIT" ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>"KWIKFIT" ROUNDABOUT</b>	<b>RIVERVIEW DRIVE</b>	
<b>RIVERVIEW DRIVE</b>	<b>"BP" ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>"BP" ROUNDABOUT</b>	<b>STONEWOOD ROAD</b>	
<b>STONEWOOD ROAD</b>	<b>NEW STONEYWOOD ROAD</b>	<b>FOLLOW ON TO</b>
<b>NEW STONEYWOOD ROAD</b>	<b>BUCKSBURN ROUNDABOUT</b>	<b>ROUND - 5TH EXIT</b>
<b>BUCKSBURN ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	
<b>INVERURIE ROAD</b>	<b>SCLATTIE ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>SCLATTIE ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	
<b>INVERURIE ROAD</b>	<b>GOUGH BURN CRESCENT</b>	<b>RIGHT</b>
<b>GOUGH BURN CRESCENT</b>	<b>ROUNDABOUT</b>	<b>STRAIGHT ON - LAP ROUNDABOUT</b>
<b>ROUNDABOUT</b>	<b>GOUGH BURN CRESCENT</b>	
<b>GOUGH BURN CRESCENT</b>	<b>FORRIT BURN ROAD</b>	<b>LEFT</b>
<b>FORRIT BURN ROAD</b>	<b>CORSEHILL BURN ROAD</b>	<b>RIGHT</b>
<b>CORSEHILL BURN ROAD</b>	<b>DYCE DRIVE</b>	<b>LEFT</b>
<b>DYCE DRIVE</b>	<b>INVERURIE ROAD</b>	<b>RIGHT</b>
<b>INVERURIE ROAD</b>	<b>AIRPORT ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>AIRPORT ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	
<b>INVERURIE ROAD</b>	<b>DYCE DRIVE</b>	<b>LEFT</b>
<b>DYCE DRIVE</b>	<b>CORSEHILL BURN ROAD</b>	<b>RIGHT</b>
<b>CORSEHILL BURN ROAD</b>	<b>FORRIT BURN ROAD</b>	<b>LEFT</b>
<b>FORRIT BURN ROAD</b>	<b>WELLHEADS DRIVE</b>	<b>LEFT</b>
<b>WELLHEADS DRIVE</b>	<b>DYCE DRIVE</b>	<b>RIGHT</b>
<b>DYCE DRIVE</b>	<b>AGYLL ROAD</b>	<b>LEFT</b>
<b>AGYLL ROAD</b>	<b>AIRPORT ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>AIRPORT ROUNDABOUT</b>	<b>AGYLL ROAD</b>	
<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>	
<b>INVERURIE ROAD</b>	<b>DYCE DRIVE</b>	<b>RIGHT</b>
<b>DYCE DRIVE</b>	<b>PITMEDDEN ROAD</b>	<b>FOLLOW ON TO</b>
<b>PITMEDDEN ROAD</b>	<b>VICTORIA STREET</b>	<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>	<b>FOLLOW ON TO</b>
<i>NEW STONEYWOOD ROAD</i>	<i>BUCKSBURN ROUNDABOUT</i>	<b>LEFT - 1ST EXIT</b>
<b>BUCKSBURN ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	
<b>INVERURIE ROAD</b>	<b>AUCHMILL ROAD</b>	<b>FOLLOW ON TO</b>
<b>AUCHMILL ROAD</b>	<b>HAUDAGAIN ROUNDABOUT</b>	<b>TURN AROUND 4TH EXIT</b>
<b>HAUDAGAIN ROUNDABOUT</b>	<b>AUCHMILL ROAD</b>	

<b>AUCHMILL ROAD</b>	<b>HAUDAGAIN BYPASS</b>	<b>LEFT</b>
<b>HAUDAGAIN BYPASS</b>	<b>NORTH ANDERSON DRIVE</b>	<b>LEFT</b>
<b>NORTH ANDERSON DRIVE</b>	<b>HAUDAGAIN ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EX</b>
<b>HAUDAGAIN ROUNDABOUT</b>	<b>MUGIEMOSS ROAD</b>	
<b>MUGIEMOSS ROAD</b>	<b>MUGIEMOSS ROUNDABOUT</b>	<b>RIGHT - 2ND EXIT</b>
<b>MUGIEMOSS ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>"TESCO" ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>"TESCO" ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>DANESTONE ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>DANESTONE ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>"TESCO" ROUNDABOUT</b>	<b>STRAIGHT - 2ND EXIT</b>
<b>"TESCO" ROUNDABOUT</b>	<b>PARKWAY</b>	
<b>PARKWAY</b>	<b>MUGIEMOSS ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>MUGIEMOSS ROUNDABOUT</b>	<b>MUGIEMOSS ROAD</b>	
<b>MUGIEMOSS ROAD</b>	<b>HAUDAGAIN ROUNDABOUT</b>	<b>RIGHT - 3RD EXIT</b>
<b>HAUDAGAIN ROUNDABOUT</b>	<b>NORTH ANDERSON DRIVE</b>	
<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>MURDOS ROUNDABOUT</b>	<b>STRAIGHT - 3RD EXIT</b>
<i>MURDOS ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	
<i>NORTH ANDERSON DRIVE</i>	<i>KINGS CROSS ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>KINGS CROSS ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>KEPPLESTONE ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>KEPPLESTONE ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	<b>FOLLOW ON TO</b>
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GREAT SOUTHERN ROAD</i>	<b>LEFT - 1ST EXIT</b>
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	<b>STRAIGHT - 2ND EXIT</b>
<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROAD</i>	<b>LEFT - 1ST EXIT</b>
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	<b>RIGHT</b>
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	<b>LEFT</b>



**Gold route 2**



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Gold Route 2

**Geodetic Information**  
**Coordinate Reference System:** British National Grid  
**Projection:** Transverse Mercator (Central Meridian: 2°0'0"W)  
**Datum:** OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:55,000

**Legend**  
 City Boundary  
 SERVICE  
 SHIRE  
 TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**ABERDEEN CITY COUNCIL**

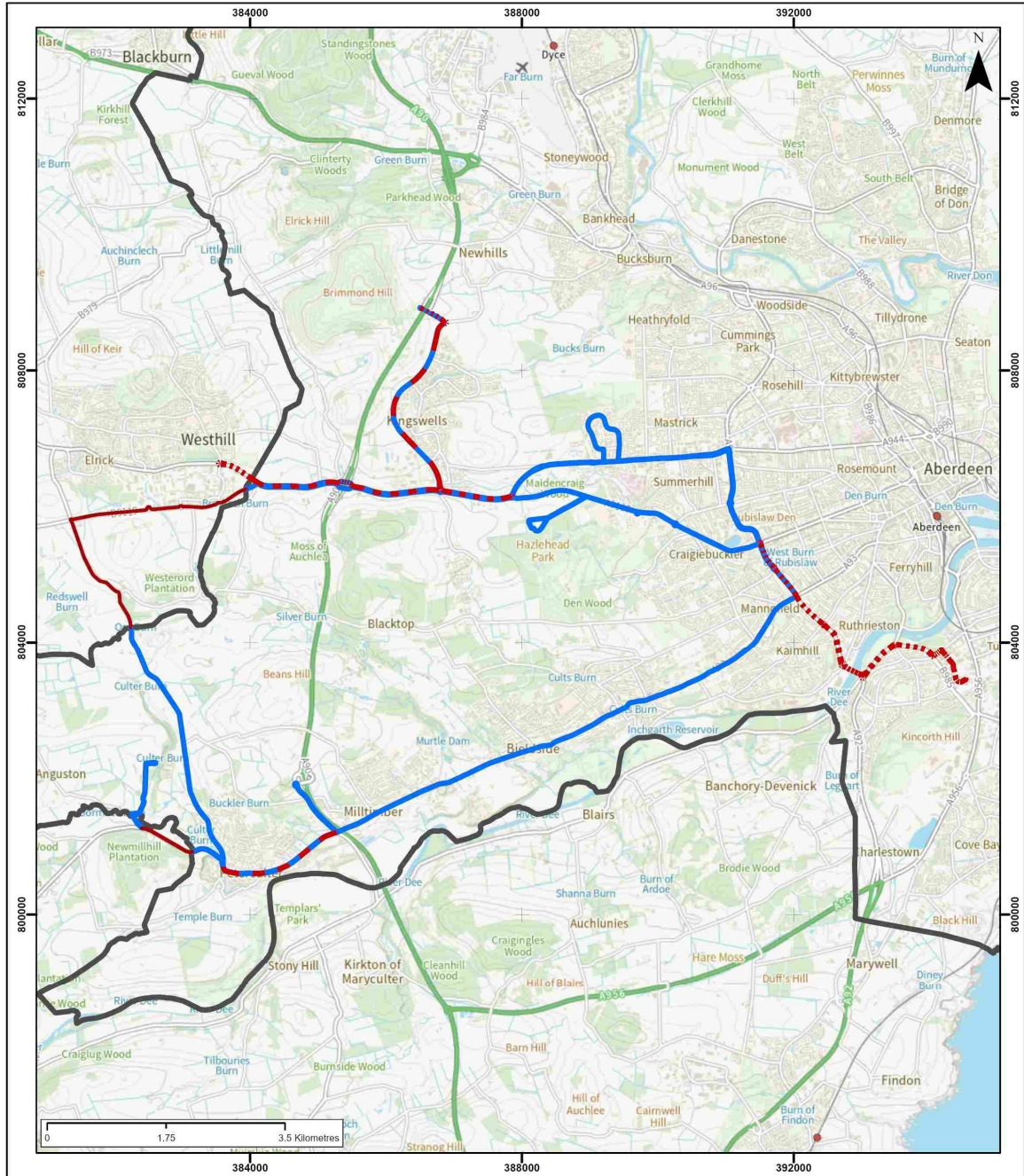
**Audit Information**  
 Authored By : SM  
 Checked By : SM  
 Approved By : SM  
 Date : 31/07/2024

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

<b>GILCOMSTON STEPS</b>	<b>SKENE SQUARE</b>	<b>FOLLOW ON TO</b>
<b>SKENE SQUARE</b>	<b>ROSEMOUNT ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>ROSEMOUNT ROUNDABOUT</b>	<b>SKENE SQUARE</b>	
<b>SKENE SQUARE</b>	<b>CAROLINE PLACE</b>	<b>FOLLOW ON TO</b>
<b>CAROLINE PLACE</b>	<b>BERRYDEN ROAD</b>	<b>STRAIGHT ON</b>
<b>BERRYDEN ROAD</b>	<b>BERRYDEN ROOUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>BERRYDEN ROOUNDABOUT</b>	<b>BERRYDEN ROAD</b>	
<b>BERRYDEN ROAD</b>	<b>BELMONT ROAD</b>	<b>FOLLOW ON TO</b>
<b>BELMONT ROAD</b>	<b>POWIS TERRACE</b>	<b>RIGHT</b>
<b>POWIS TERRACE</b>	<b>POWIS PLACE</b>	<b>KEEP LEFT</b>
<b>POWIS PLACE</b>	<b>CAUSEWAYEND</b>	<b>FOLLOW ON TO</b>
<b>CAUSEWAYEND</b>	<b>MOUNTHOOLY ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT THEN 1ST LEFT</b>
<b>MOUNTHOOLY ROUNDABOUT</b>	<b>NELSON STREET</b>	
<b>NELSON STREET</b>	<b>KING STREET</b>	<b>LEFT</b>
<b>KING STREET</b>	<b>MOUNTHOOLY WAY</b>	<b>LEFT</b>
<b>MOUNTHOOLY WAY</b>	<b>MONTHOOLY</b>	<b>FOLLOW ON TO</b>
<b>MONTHOOLY</b>	<b>MOUNTHOOLY ROUNDABOUT</b>	<b>LEFT - 1ST EXIT</b>
<b>MOUNTHOOLY ROUNDABOUT</b>	<b>WEST NORTH STREET</b>	
<b>WEST NORTH STREET</b>	<b>EAST NORTH STRREET</b>	<b>STRAIGHT ON</b>
<b>EAST NORTH STRREET</b>	<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>ROUND - 5TH EXIT</b>
<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>EAST NORTH STRREET</b>	
<b>EAST NORTH STRREET</b>	<b>WEST NORTH STREET</b>	<b>STRAIGHT ON</b>
<b>WEST NORTH STREET</b>	<b>MOUNTHOOLY ROUNDABOUT</b>	<b>STRAIGHT ON - 3RD EXIT</b>
<b>MOUNTHOOLY ROUNDABOUT</b>	<b>CAUSEWAYEND</b>	
<b>CAUSEWAYEND</b>	<b>POWIS PLACE</b>	<b>FOLLOW ON TO</b>
<b>POWIS PLACE</b>	<b>POWIS TERRACE</b>	<b>STRAIGHT ON</b>
<b>POWIS TERRACE</b>	<b>GREAT NORTHERN ROAD</b>	<b>FOLLOW ON TO</b>
<b>GREAT NORTHERN ROAD</b>	<b>ST MACHAR ROUNDABOUT</b>	<b>STRAIGHT ON - 2ND EXIT</b>
<b>ST MACHAR ROUNDABOUT</b>	<b>GREAT NORTHERN ROAD</b>	
<b>GREAT NORTHERN ROAD</b>	<b>HAUDAGAIN ROUNDABOUT</b>	<b>ROUND - 4TH EXIT</b>
<b>HAUDAGAIN ROUNDABOUT</b>	<b>GREAT NORTHERN ROAD</b>	
<b>GREAT NORTHERN ROAD</b>	<b>ST MACHAR ROUNDABOUT</b>	<b>LEFT - 2ND EXIT</b>
<b>ST MACHAR ROUNDABOUT</b>	<b>ST MACHAR DRIVE</b>	
<b>ST MACHAR DRIVE</b>	<b>TILLYDRONE AVENUE</b>	<b>LEFT</b>
<b>TILLYDRONE AVENUE</b>	<b>GORDON MILLS ROAD</b>	<b>FOLLOW ON TO</b>

<b>GORDON MILLS ROAD</b>	<b>GORDON BRAE</b>	FOLLOW ON TO
<b>GORDON BRAE</b>	<b>DANESTONE ROUNDABOUT</b>	ROUND 4TH EXIT
<b>DANESTONE ROUNDABOUT</b>	<b>GORDON BRAE</b>	
<b>GORDON BRAE</b>	<b>GORDON MILLS ROAD</b>	FOLLOW ON TO
<b>GORDON MILLS ROAD</b>	<b>TILLYDRONE AVENUE</b>	FOLLOW ON TO
<b>TILLYDRONE AVENUE</b>	<b>ST MACHAR DRIVE</b>	LEFT
<b>ST MACHAR DRIVE</b>	<b>SEATON ROUNDABOUT</b>	ROUND - 4TH EXIT
<b>SEATON ROUNDABOUT</b>	<b>ST MACHAR DRIVE</b>	
<b>ST MACHAR DRIVE</b>	<b>ST MACHAR ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>ST MACHAR ROUNDABOUT</b>	<b>LESLIE ROAD</b>	
<b>LESLIE ROAD</b>	<b>HILTON STREET</b>	STRAIGHT ON
<b>HILTON STREET</b>	<b>SIX ROADS ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>SIX ROADS ROUNDABOUT</b>	<b>WESTBURN DRIVE</b>	
<b>WESTBURN DRIVE</b>	<b>CORNHILL ROAD</b>	RIGHT
<b>CORNHILL ROAD</b>	<b>ASHGROVE ROAD WEST</b>	RIGHT
<i>ASHGROVE ROAD WEST</i>	<i>WESTBURN DRIVE</i>	RIGHT
<i>WESTBURN DRIVE</i>	<i>WESTBURN ROAD</i>	LEFT
<b>WESTBURN ROAD</b>	<b>HUTCHEON STREET</b>	STRAIGHT ON
<b>HUTCHEON STREET</b>	<b>MOUNTHOOLY ROUNDABOUT</b>	ROUND - 5TH EXIT
<b>MOUNTHOOLY ROUNDABOUT</b>	<b>HUTCHEON STREET</b>	
<b>HUTCHEON STREET</b>	<b>CAROLINE PLACE</b>	LEFT
<b>CAROLINE PLACE</b>	<b>SKENE SQUARE</b>	FOLLOW ON TO
<b>SKENE SQUARE</b>	<b>ROSEMOUNT ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>ROSEMOUNT ROUNDABOUT</b>	<b>SKENE SQUARE</b>	
<b>SKENE SQUARE</b>	<b>GILCOMSTON STEPS</b>	FOLLOW ON TO
<b>GILCOMSTON STEPS</b>	<b>DENBURN ROAD</b>	STRAIGHT ON - 2ND EXIT
<b>DENBURN ROAD</b>	<b>DENBURN ROAD</b>	
<b>DENBURN ROAD</b>	<b>WAPPING STREET</b>	LEFT
<b>WAPPING STREET</b>	<b>CARMELITE STREET</b>	RIGHT
<b>CARMELITE STREET</b>	<b>GUILD STREET</b>	RIGHT
<b>GUILD STREET</b>	<b>COLLEGE STREET</b>	LEFT
<b>COLLEGE STREET</b>	<b>SOUTH COLLEGE STREET</b>	STRAIGHT ON TO
<b>SOUTH COLLEGE STREET</b>	<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>QUEEN ELIZABETH BRIDGE ROUNDABOUT</b>	<b>QUEEN ELIZABETH BRIDGE</b>	
<i>QUEEN ELIZABETH BRIDGE</i>	<i>CRAIGINCHES ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>CRAIGINCHES ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>	<i>TULLOS DEPOT</i>	RIGHT - DEPOT

# Gold route 3



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Gold Route 3

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°00'W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:75,000

**Legend**  
 City Boundary  
 SERVICE  
 SHIRE  
 TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**ABERDEEN CITY COUNCIL**

**Audit Information**  
 Authored By :SM  
 Checked By :SM  
 Approved By :SM  
 Date :31/07/2024

GOLD 3		
FROM	TO	DIRECTION
WEST TULLOS 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	
GARTHDEE ROUNDABOUT	SOUTH ANDERSON DRIVE	STRAIGHT - 2ND EXIT
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	KINGS CROSS ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGS CROSS ROUNDABOUT	NORTH ANDERSON DRIVE	
NORTH ANDERSON DRIVE	LANG STRACHT	LEFT
LANG STRACHT	MIDDENCRAIG ROUNDABOUT	ROUND - 3RD EXIT
MIDDENCRAIG ROUNDABOUT	LANG STRACHT	
LANG STRACHT	SKYE ROAD	LEFT
SKYE ROAD	ARRAN AVENUE	LEFT
ARRAN AVENUE	LEWIS ROAD	FOLLOW ON TO
LEWIS ROAD	LANG STRACHT	LEFT
LANG STRACHT	NORTH ANDERSON DRIVE	RIGHT
NORTH ANDERSON DRIVE	KINGS CROSS ROUNDABOUT	STRAIGHT - 2ND EXIT
KINGS CROSS ROUNDABOUT	ANDERSON DRIVE	
ANDERSON DRIVE	KEPPLESTONE ROUNDABOUT	STRAIGHT - 2ND EXIT
KEPPLESTONE ROUNDABOUT	ANDERSON DRIVE	

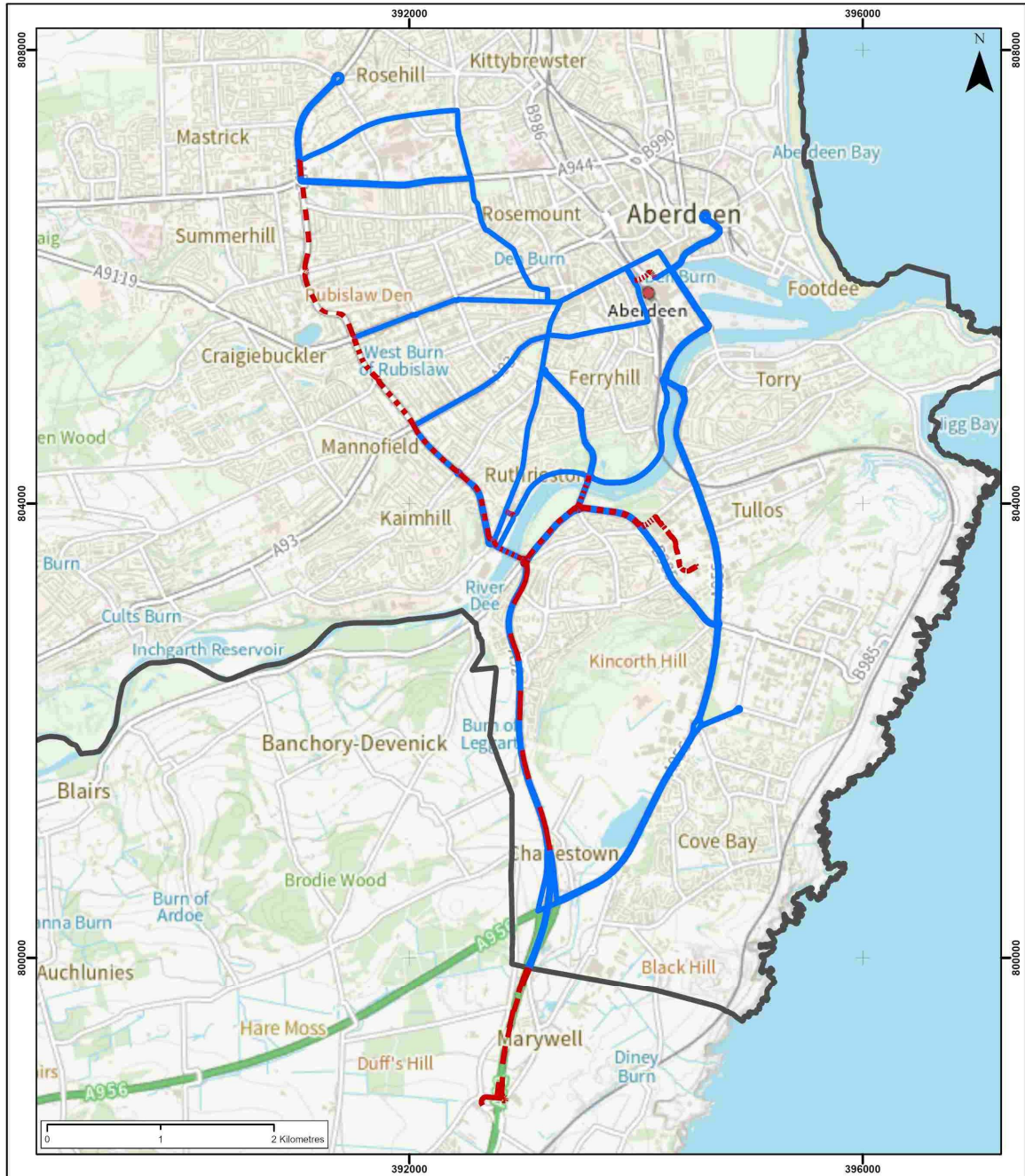
<b>ANDERSON DRIVE</b>	<b>SEAFIELD ROUNDABOUT</b>	STRAIGHT - 2ND EXIT
<b>SEAFIELD ROUNDABOUT</b>	<b>ANDERSON DRIVE</b>	
<b>ANDERSON DRIVE</b>	<b>GREAT WESTERN ROAD</b>	RIGHT
<b>GREAT WESTERN ROAD</b>	<b>ST JOHNS TERRACE</b>	FOLLOW ON TO
<b>ST JOHNS TERRACE</b>	<b>NORTH DEESIDE ROAD</b>	FOLLOW ON TO
<b>NORTH DEESIDE ROAD</b>	<b>NORTH DEESIDE ROAD</b>	TO CITY LIMIT
<b>NORTH DEESIDE ROAD</b>	<b>ANGUSTON ROAD</b>	RIGHT
<b>ANGUSTON ROAD</b>	<b>LINN MOOR ROAD</b>	RIGHT
<b>LINN MOOR ROAD</b>	<b>ANGUSTON ROAD</b>	TO LINN MOOR SCHOOL AND RETURN
<b>ANGUSTON ROAD</b>	<b>NORTH DEESIDE ROAD</b>	LEFT
<b>NORTH DEESIDE ROAD</b>	<b>NORTH DEESIDE ROAD</b>	FOLLOW ON TO
<b>NORTH DEESIDE ROAD</b>	<b>AWPR</b>	LEFT
<i>AWPR</i>	<i>AWPR</i>	ROUND - 3RD EXIT
<i>AWPR</i>	<i>NORTH DEESIDE ROAD</i>	RIGHT
<b>NORTH DEESIDE ROAD</b>	<b>MALCOLM ROAD</b>	RIGHT
<b>MALCOLM ROAD</b>	<b>PETERCULTER - KIRKTON OF SKENE ROAD</b>	FOLLOW ON TO
<b>PETERCULTER - KIRKTON OF SKENE ROAD</b>	<b>B979</b>	TO CITY LIMIT
<i>B979</i>	<i>CARNIE ROUNDABOUT</i>	ROUND - 3RD EXIT
<i>CARNIE ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>B9119 ROUNDABOUT 'Total'</i>	STRAIGHT - 2ND EXIT
<i>B9119 ROUNDABOUT 'Total'</i>	<i>B9119</i>	
<i>B9119</i>	<i>B9119 ROUNDABOUT 'TAQA'</i>	STRAIGHT - 2ND EXIT
<i>B9119 ROUNDABOUT 'TAQA'</i>	<i>B9119</i>	
<i>B9119</i>	<i>B9119 ROUNDABOUT AT PROSPECT ROAD</i>	STRAIGHT - 2ND EXIT
<i>B9119 ROUNDABOUT AT PROSPECT ROAD</i>	<i>B9119 TO CITY BOUNDARY</i>	
<i>B9119 TO CITY BOUNDARY</i>	<i>B9119</i>	STRAIGHT - 2ND EXIT
<b>B9119</b>	<b>SKENE ROAD</b>	RIGHT
<b>SKENE ROAD</b>	<b>AWPR ROUNDABOUT</b>	STRAIGHT - 3RD EXIT
<b>AWPR ROUNDABOUT</b>	<b>SKENE ROAD</b>	
<b>SKENE ROAD</b>	<b>KINGSWELLS ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>KINGSWELLS ROUNDABOUT</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>AWPR ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>AWPR ROUNDABOUT</b>	<b>AWPR ACCESS ROAD</b>	
<b>AWPR ACCESS ROAD</b>	<b>AWPR ACCESS ROAD</b>	TURN
<i>AWPR ACCESS ROAD</i>	<i>AWPR ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>AWPR ROUNDABOUT</i>	<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	

<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>KINGSWELLS ROUNDABOUT</i>	LEFT - 1ST EXIT
<b>KINGSWELLS ROUNDABOUT</b>	<b>SKENE ROAD</b>	
<b>SKENE ROAD</b>	<b>MIDDENCRAIG ROUNDABOUT</b>	ROUND - 3RD EXIT
<b>MIDDENCRAIG ROUNDABOUT</b>	<b>SKENE ROAD</b>	
<b>SKENE ROAD</b>	<b>KINGSWELLS ROUNDABOUT</b>	STRAIGHT - 2ND EXIT
<b>KINGSWELLS ROUNDABOUT</b>	<b>SKENE ROAD</b>	
<b>SKENE ROAD</b>	<b>AWPR ROUNDABOUT</b>	STRAIGHT - 2ND EXIT
<b>AWPR ROUNDABOUT</b>	<b>SKENE ROAD</b>	
<b>SKENE ROAD</b>	<b>SKENE ROAD TO CITY BOUNDARY</b>	FOLLOW ON TO
<i>SKENE ROAD TO CITY BOUNDARY</i>	<i>A944</i>	FOLLOW ON TO
<i>A944</i>	<i>A944 ROUNDABOUT AT WESTHILL DRIVE</i>	ROUND - 4TH EXIT
<i>A944 ROUNDABOUT AT WESTHILL DRIVE</i>	<i>A944 TO CITY BOUNDARY</i>	
<i>A944 TO CITY BOUNDARY</i>	<i>SKENE ROAD</i>	FOLLOW ON TO
<i>SKENE ROAD</i>	<i>AWPR ROUNDABOUT</i>	STRAIGHT - 3RD EXIT
<i>AWPR ROUNDABOUT</i>	<i>SKENE ROAD</i>	
<i>SKENE ROAD</i>	<i>KINGSWELL ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>KINGSWELL ROUNDABOUT</i>	<i>SKENE ROAD</i>	
<i>SKENE ROAD</i>	<i>MIDDENCRAIG ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>MIDDENCRAIG ROUNDABOUT</i>	<i>SKENE ROAD</i>	
<b>SKENE ROAD</b>	<b>CREMATORIUM LOOP</b>	RIGHT
<b>CREMATORIUM LOOP</b>	<b>SKENE ROAD</b>	RIGHT
<b>SKENE ROAD</b>	<b>QUEENS ROAD</b>	FOLLOW ON TO
<b>QUEENS ROAD</b>	<b>PROVOST GRAHAM AVENUE BUS LOOP</b>	RIGHT
<b>PROVOST GRAHAM AVENUE BUS LOOP</b>	<b>QUEENS ROAD</b>	RIGHT
<b>QUEENS ROAD</b>	<b>HAZLEHEAD ROUNDABOUT</b>	COMPLETE - 2ND EXIT
<b>HAZLEHEAD ROUNDABOUT</b>	<b>QUEENS ROAD</b>	
<b>QUEENS ROAD</b>	<b>KEPPLESTONE ROUNDABOUT</b>	RIGHT - 3RD EXIT
<i>KEPPLESTONE ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	FOLLOW ON TO



<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>GREAT SOUTHERN ROAD</i>	LEFT - 1ST EXIT
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>KING GEORVE VI BRIDGE ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROAD</i>	LEFT - 1ST EXIT
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	LEFT - 1ST EXIT
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	RIGHT

**Gold route 4**



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Gold Route 4

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:45,000

**Legend**  
 City Boundary  
 SERVICE  
 SHIRE  
 TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**ABERDEEN CITY COUNCIL**

**Audit information**  
 Authored By :SM  
 Checked By :  
 Approved By :SM  
 Date :31/07/2024

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

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

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

<b>SOUTH ANDERSON DRIVE</b>	<b>GARTHDEE ROUNDABOUT</b>	ROUND - 4TH EXIT
<b>GARTHDEE ROUNDABOUT</b>	<b>SOUTH ANDERSON DRIVE</b>	
<b>SOUTH ANDERSON DRIVE</b>	<b>BROOMHILL ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>BROOMHILL ROUNDABOUT</b>	<b>SOUTH ANDERSON DRIVE</b>	
<b>SOUTH ANDERSON DRIVE</b>	<b>GREAT WESTERN ROAD A93</b>	RIGHT
<b>GREAT WESTERN ROAD A93</b>	<b>WILLOWBANK ROAD</b>	STRAIGHT ON
<b>WILLOWBANK ROAD</b>	<b>SPRINGBANK TERRACE</b>	FOLLOW ON TO
<b>SPRINGBANK TERRACE</b>	<b>WELLINGTON PLACE</b>	STRAIGHT ON
<b>WELLINGTON PLACE</b>	<b>SOUTH COLLEGE STREET</b>	LEFT
<b>SOUTH COLLEGE STREET</b>	<b>COLLEGE STREET</b>	FOLLOW ON TO
<b>COLLEGE STREET</b>	<b>BRIDGE STREET</b>	BEAR LEFT
<b>BRIDGE STREET</b>	<b>UNION STREET</b>	LEFT
<b>UNION STREET</b>	<b>ALFORD PLACE</b>	BEAR RIGHT
<b>ALFORD PLACE</b>	<b>VICTORIA STREET</b>	RIGHT
<b>VICTORIA STREET</b>	<b>WAVERLEY PLACE</b>	LEFT
<b>WAVERLEY PLACE</b>	<b>ALBERT STREET</b>	FOLLOW ON TO
<b>ALBERT STREET</b>	<b>CRAIGIE LOANINGS</b>	STRAIGHT ON
<b>CRAIGIE LOANINGS</b>	<b>WESTFIELD ROAD</b>	FOLLOW ON TO
<b>WESTFIELD ROAD</b>	<b>ARGYLL PLACE</b>	STRAIGHT ON
<b>ARGYLL PLACE</b>	<b>WESTBURN ROAD</b>	LEFT
<b>WESTBURN ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	RIGHT
<b>NORTH ANDERSON DRIVE</b>	<b>MURDOS ROUNDABOUT</b>	ROUND - 5TH EXIT
<b>MURDOS ROUNDABOUT</b>	<b>NORTH ANDERSON DRIVE</b>	
<b>NORTH ANDERSON DRIVE</b>	<b>WESTBURN ROAD</b>	LEFT
<b>WESTBURN ROAD</b>	<b>WESTBURN DRIVE</b>	LEFT
<b>WESTBURN DRIVE</b>	<b>ASHGROVE ROAD WEST</b>	LEFT
<b>ASHGROVE ROAD WEST</b>	<b>NORTH ANDERSON DRIVE</b>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>KINGS CROSS ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>KINGS CROSS ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>KEPPLESTONE ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>KEPPLESTONE ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SEAFIELD ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>SEAFIELD ROUNDABOUT</i>	<i>ANDERSON DRIVE</i>	
<i>ANDERSON DRIVE</i>	<i>SOUTH ANDERSON DRIVE</i>	STRAIGHT ON - 2ND EXIT
<i>SOUTH ANDERSON DRIVE</i>	<i>BROOMHILL ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>BROOMHILL ROUNDABOUT</i>	<i>SOUTH ANDERSON DRIVE</i>	
<i>SOUTH ANDERSON DRIVE</i>	<i>GARTHDEE ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>GARTHDEE ROUNDABOUT</i>	<i>STONEHAVEN ROAD</i>	
<i>STONEHAVEN ROAD</i>	<i>BRIDGE OF DEE ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>BRIDGE OF DEE ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	

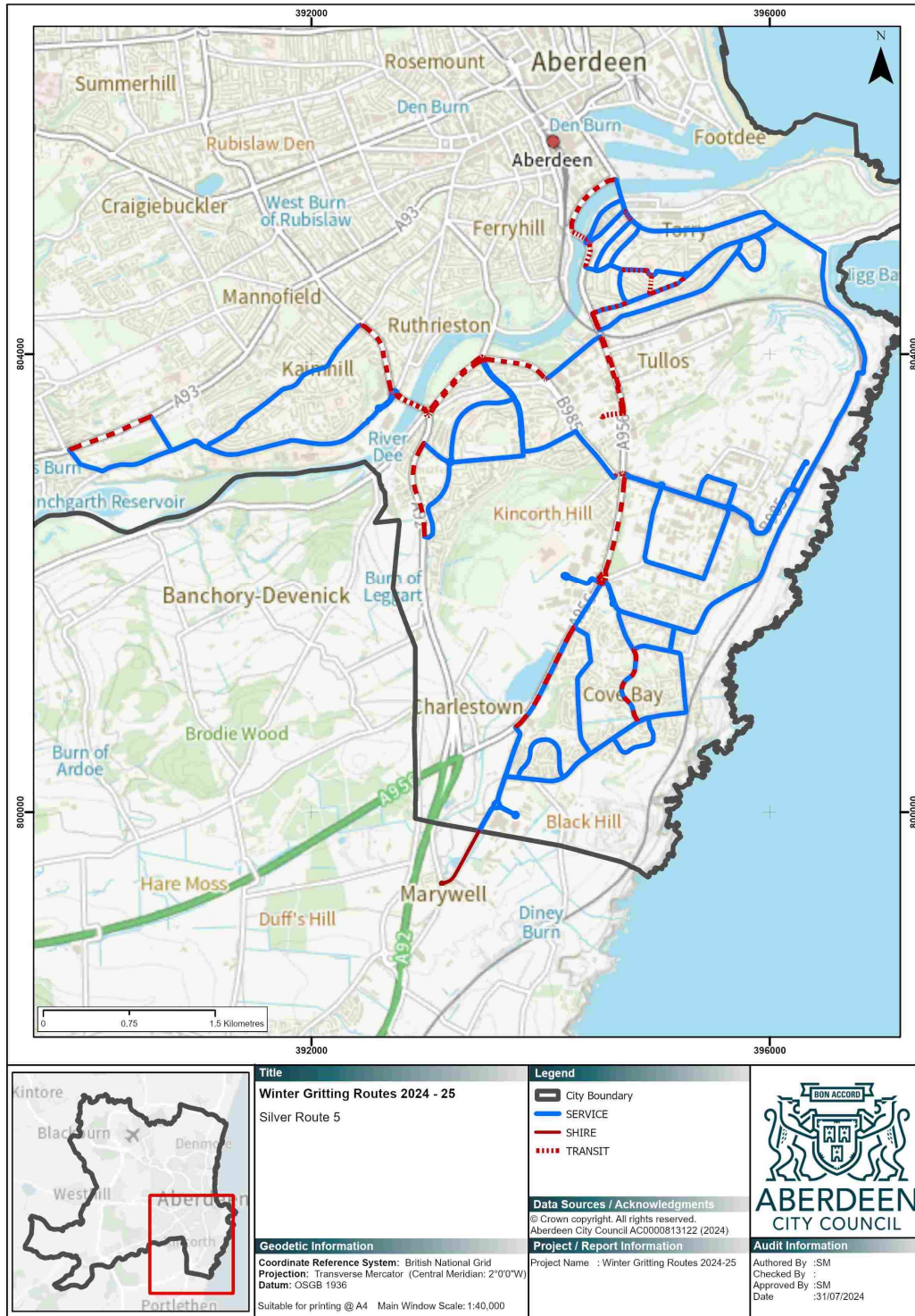
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI ROUNDAABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>KING GEORGE VI ROUNDAABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>ABBOTSWELL ROUNDAABOUT</i>	LEFT - 1ST EXIT
<i>ABBOTSWELL ROUNDAABOUT</i>	<i>ABBOTSWELL ROAD</i>	
<i>ABBOTSWELL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	LEFT

**(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>
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**Silver route 5**





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

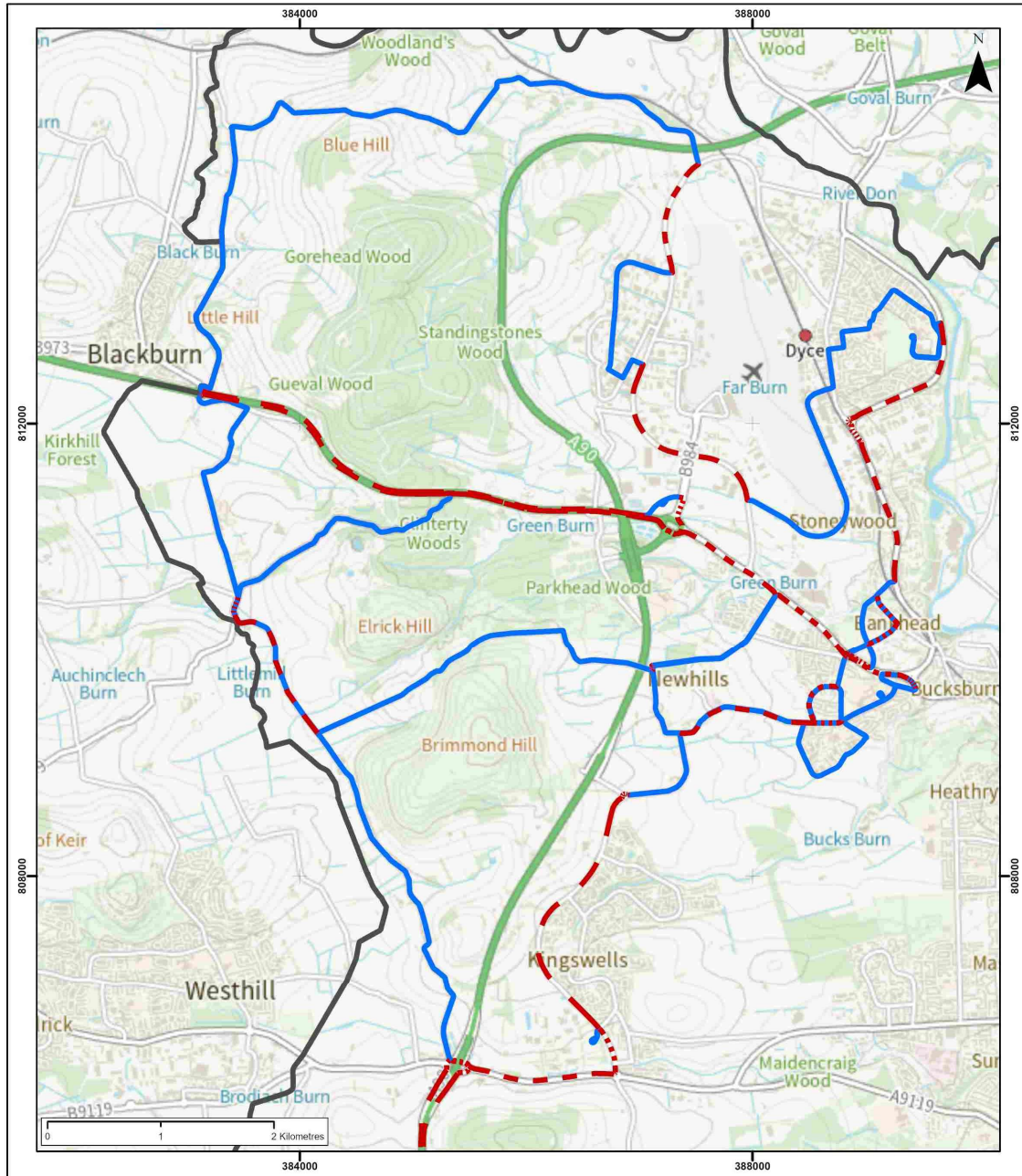
<b>FAULDS GATE</b>	<b>KINCORTH ROUNDABOUT</b>	RIGHT - 3RD EXIT
<b>KINCORTH ROUNDABOUT</b>	<b>CAIRNGORM ROAD</b>	
<b>CAIRNGORM ROAD</b>	<b>STONEHAVEN ROAD</b>	LEFT
<i>STONEHAVEN ROAD</i>	<i>NIGG WAY</i>	LEFT
<b>NIGG WAY</b>	<b>GARDNER DRIVE</b>	LEFT
<b>GARDNER DRIVE</b>	<b>KINCORTH ROUNDABOUT</b>	RIGHT - 3RD EXIT
<b>KINCORTH ROUNDABOUT</b>	<b>CAIRNGORM DRIVE</b>	
<b>CAIRNGORM DRIVE</b>	<b>PROVOST WATT DRIVE</b>	LEFT
<b>PROVOST WATT DRIVE</b>	<b>KING GEORGE VI BRIDGE ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>KING GEORGE VI BRIDGE ROUNDABOUT</i>	<i>PROVOST WATT DRIVE</i>	
<b>PROVOST WATT DRIVE</b>	<b>ARBROATH WAY</b>	LEFT
<b>ARBROATH WAY</b>	<b>ABBOTSWELL CRESCENT</b>	RIGHT
<b>ABBOTSWELL CRESCENT</b>	<b>REDMOSS ROAD</b>	LEFT
<b>REDMOSS ROAD</b>	<b>WEST TULLOS ROAD</b>	RIGHT
<i>WEST TULLOS ROAD</i>	<i>NIGG ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>NIGG ROUNDABOUT</i>	<i>HARENESS ROAD</i>	
<b>HARENESS ROAD</b>	<b>CRAWPEEL ROUNDABOUT</b>	RIGHT - 3RD EXIT
<b>CRAWPEEL ROUNDABOUT</b>	<b>CRAWPEEL ROAD</b>	
<b>CRAWPEEL ROAD</b>	<b>SOUTERHEAD ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>SOUTERHEAD ROUNDABOUT</b>	<b>SOUTERHEAD ROAD</b>	
<b>SOUTERHEAD ROAD</b>	<b>BLACKNESS ROAD</b>	LEFT
<b>BLACKNESS ROAD</b>	<b>HARENESS ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>HARENESS ROUNDABOUT</b>	<b>MINTO ROAD</b>	
<b>MINTO ROAD</b>	<b>MINTO DRIVE</b>	LEFT
<b>MINTO DRIVE</b>	<b>MINTO AVENUE</b>	LEFT
<b>MINTO AVENUE</b>	<b>HARENESS ROAD</b>	LEFT
<b>HARENESS ROAD</b>	<b>HARENESS ROUNDABOUT</b>	ROUND - 4TH EXIT
<b>HARENESS ROUNDABOUT</b>	<b>HARENESS ROAD</b>	
<b>HARENESS ROAD</b>	<b>CRAWPEEL ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>CRAWPEEL ROUNDABOUT</b>	<b>HARENESS ROAD</b>	
<b>HARENESS ROAD</b>	<b>NIGG ROUNDABOUT</b>	LEFT - 1ST EXIT
<i>NIGG ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>ALTENS ROUNDABOUT</i>	RIGHT - 4TH EXIT
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON CIRCLE</i>	
<b>WELLINGTON CIRCLE</b>	<b>WELLINGTON CIRCLE</b>	LEFT
<b>WELLINGTON CIRCLE</b>	<b>WELLINGTON CIRCLE IKEA ROUNDABOUT</b>	RIGHT - 4TH EXIT
<b>WELLINGTON CIRCLE IKEA ROUNDABOUT</b>	<b>WELLINGTON CIRCLE</b>	
<b>WELLINGTON CIRCLE</b>	<b>WELLINGTON CIRCLE</b>	RIGHT

<b>WELLINGTON CIRCLE</b>	<b>ALTENS ROUNDABOUT</b>	RIGHT - 4TH EXIT
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<b>WELLINGTON ROAD</b>	<b>WELLINGTON ROAD</b>	LEFT
<b>WELLINGTON ROAD</b>	<b>COVE ROAD</b>	LEFT
<b>COVE ROAD</b>	<b>CHARLESTON DRIVE</b>	LEFT
<b>CHARLESTON DRIVE</b>	<b>COVE ROAD</b>	LEFT
<b>COVE ROAD</b>	<b>CHARLESTON ROAD</b>	LEFT
<b>CHARLESTON ROAD</b>	<b>CHARLESTON ROAD NORTH</b>	FOLLOW RIGHT
<b>CHARLESTON ROAD NORTH</b>	<b>WELLINGTON ROAD</b>	LEFT
<i>WELLINGTON ROAD</i>	<i>WELLINGTON ROAD</i>	LEFT
<b>WELLINGTON ROAD</b>	<b>GATEWAY ROUNDABOUT</b>	
<b>GATEWAY ROUNDABOUT</b>	<b>GATEWAY DRIVE</b>	LEFT - 1ST EXIT
<b>GATEWAY DRIVE</b>	<b>CHARLESTON MOSS ROUNDABOUT</b>	COMPLETE - 4TH EXIT
<b>CHARLESTON MOSS ROUNDABOUT</b>	<b>GATEWAY DRIVE</b>	
<b>GATEWAY DRIVE</b>	<b>GATEWAY ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>GATEWAY ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>WELLINGTON ROAD</b>	CITY LIMIT
<i>WELLINGTON ROAD</i>	<i>ROUNDABOUT</i>	ROUND 4TH EXIT
<i>ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>WELLINGTON ROAD</i>	TO CITY LIMIT
<b>WELLINGTON ROAD</b>	<b>GATEWAY ROUNDABOUT</b>	STRAIGHT ON - 1ST EXIT
<b>GATEWAY ROUNDABOUT</b>	<b>WELLINGTON ROAD</b>	
<b>WELLINGTON ROAD</b>	<b>COVE ROAD</b>	RIGHT
<b>COVE ROAD</b>	<b>COVE CRESCENT</b>	RIGHT
<b>COVE CRESCENT</b>	<b>COVE ROAD</b>	RIGHT
<b>COVE ROAD</b>	<b>EARNS HEUGH ROAD</b>	LEFT
<b>EARNS HEUGH ROAD</b>	<b>LANGDYKES ROAD</b>	LEFT
<b>LANGDYKES ROAD</b>	<b>HYDROGEN STATION</b>	LEFT
<b>HYDROGEN STATION</b>	<b>LANGDYKES ROAD</b>	LEFT
<b>LANGDYKES ROAD</b>	<b>ALTENS ROUNDABOUT</b>	ROUND - 5TH EXIT
<i>ALTENS ROUNDABOUT</i>	<i>LANGDYKES ROAD</i>	
<b>LANGDYKES ROAD</b>	<b>LORISTON ROAD</b>	RIGHT
<b>LORISTON ROAD</b>	<b>COVE ROAD</b>	RIGHT
<b>COVE ROAD</b>	<b>EARNS HEUGH ROAD</b>	RIGHT
<i>EARNS HEUGH ROAD</i>	<i>LORISTON AVENUE</i>	RIGHT
<b>LORISTON AVENUE</b>	<b>LORISTON ROAD</b>	LEFT
<b>LORISTON ROAD</b>	<b>LANGDYKES ROAD</b>	RIGHT
<b>LANGDYKES ROAD</b>	<b>COAST ROAD</b>	LEFT
<b>COAST ROAD</b>	<b>HARENESS ROAD</b>	LEFT

<b>HARENESS ROAD</b>	<b>HARENESS ROUNDABOUT</b>	ROUND 4TH EXIT
<b>HARENESS ROUNDABOUT</b>	<b>HARENESS ROAD</b>	
<b>HARENESS ROAD</b>	<b>HARENESS PLACE</b>	LEFT
<b>HARENESS PLACE</b>	<b>TURN POINT</b>	ROUND
<b>TURN POINT</b>	<b>HARENESS PLACE</b>	ROUND
<b>HARENESS PLACE</b>	<b>HARENESS ROAD</b>	LEFT
<b>HARENESS ROAD</b>	<b>COAST ROAD</b>	LEFT
<b>COAST ROAD</b>	<b>ST FITTICKS ROAD</b>	LEFT
<b>ST FITTICKS ROAD</b>	<b>BALNAGASK ROAD</b>	LEFT
<b>BALNAGASK ROAD</b>	<b>WELINGTON ROAD</b>	LEFT
<i>WELINGTON ROAD</i>	<i>GIRDLENESS ROAD</i>	LEFT
<b>GIRDLENESS ROAD</b>	<b>BALNAGASK ROAD</b>	RIGHT
<b>BALNAGASK ROAD</b>	<b>BALNAGASK CIRCLE</b>	RIGHT
<b>BALNAGASK CIRCLE</b>	<b>GIRDLENESS ROAD</b>	RIGHT
<b>GIRDLENESS ROAD</b>	<b>BALNAGASK ROAD</b>	RIGHT
<b>BALNAGASK ROAD</b>	<b>ST FITTICKS ROAD</b>	LEFT
<b>ST FITTICKS ROAD</b>	<b>VICTORIA ROAD</b>	LEFT
<b>VICTORIA ROAD</b>	<b>NORTH ESPLANADE WEST</b>	LEFT
<i>NORTH ESPLANADE WEST</i>	<i>QUEEN ELIZABETH BRIDGE ROUNDABOUT</i>	LEFT 1ST EXIT
<i>QUEEN ELIZABETH BRIDGE ROUNDABOUT</i>	<i>QUEEN ELIZABETH BRIDGE</i>	
<i>QUEEN ELIZABETH BRIDGE</i>	<i>CRAIGINCHES ROUNDABOUT</i>	COMPLETE - 5TH EXIT
<b>CRAIGINCHES ROUNDABOUT</b>	<b>SOUTH ESPLANADE WEST</b>	
<b>SOUTH ESPLANADE WEST</b>	<b>VICTORIA ROAD</b>	RIGHT
<b>VICTORIA ROAD</b>	<b>GRAMPIAN ROAD</b>	RIGHT
<b>GRAMPIAN ROAD</b>	<b>GRAMPIAN PLACE</b>	RIGHT
<b>GRAMPIAN PLACE</b>	<b>WALKER ROAD</b>	RIGHT
<b>WALKER ROAD</b>	<b>VICTORIA ROAD</b>	LEFT
<i>VICTORIA ROAD</i>	<i>MENZIES ROAD</i>	LEFT
<b>MENZIES ROAD</b>	<b>CRAIG PLACE</b>	FOLLOW ON TO
<b>CRAIG PLACE</b>	<b>CRAIGINCHES ROUNDABOUT</b>	LEFT - 1ST EXIT
<i>CRAIGINCHES ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>GRAMPIAN PLACE</i>	LEFT
<b>GRAMPIAN PLACE</b>	<b>TULLOS CIRCLE</b>	RIGHT
<b>TULLOS CIRCLE</b>	<b>TULLOS PLACE</b>	STRAIGHT ON - 2ND EXIT
<b>TULLOS PLACE</b>	<b>ROUNDABOUT</b>	COMPLETE - 3RD EXIT
<b>ROUNDABOUT</b>	<b>BALNAGASK ROAD</b>	
<i>BALNAGASK ROAD</i>	<i>BATTOCK PLACE</i>	RIGHT
<i>BATTOCK PLACE</i>	<i>TULLOS CIRCLE</i>	LEFT
<i>TULLOS CIRCLE</i>	<i>GRAMPIAN PLACE</i>	LEFT

<i>GRAMPIAN PLACE</i>	<i>OSCAR ROAD</i>	LEFT
<b>OSCAR ROAD</b>	<b>BALNAGASK ROAD</b>	RIGHT
<i>BALNAGASK ROAD</i>	<i>WELINGTON ROAD</i>	LEFT
<i>WELINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	RIGHT
<i>WEST TULLOS DEPOT</i>		END

# Silver route 6



	<p><b>Title</b>                  Winter Gritting Routes 2024 - 25                  Silver Route 6</p> <p><b>Geodetic Information</b>                  Coordinate Reference System: British National Grid                  Projection: Transverse Mercator (Central Meridian: 2°0'0"W)                  Datum: OSGB 1936                  Suitable for printing @ A4 Main Window Scale: 1:45,000</p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> City Boundary</li> <li> SERVICE</li> <li> SHIRE</li> <li> TRANSIT</li> </ul> <p><b>Data Sources / Acknowledgments</b>                  © Crown copyright. All rights reserved.                  Aberdeen City Council AC0000813122 (2024)</p> <p><b>Project / Report Information</b>                  Project Name : Winter Gritting Routes 2024-25</p>	<p><b>Audit Information</b></p> <p>                 Authored By : SM                  Checked By :                  Approved By : SM                  Date : 31/07/2024             </p>
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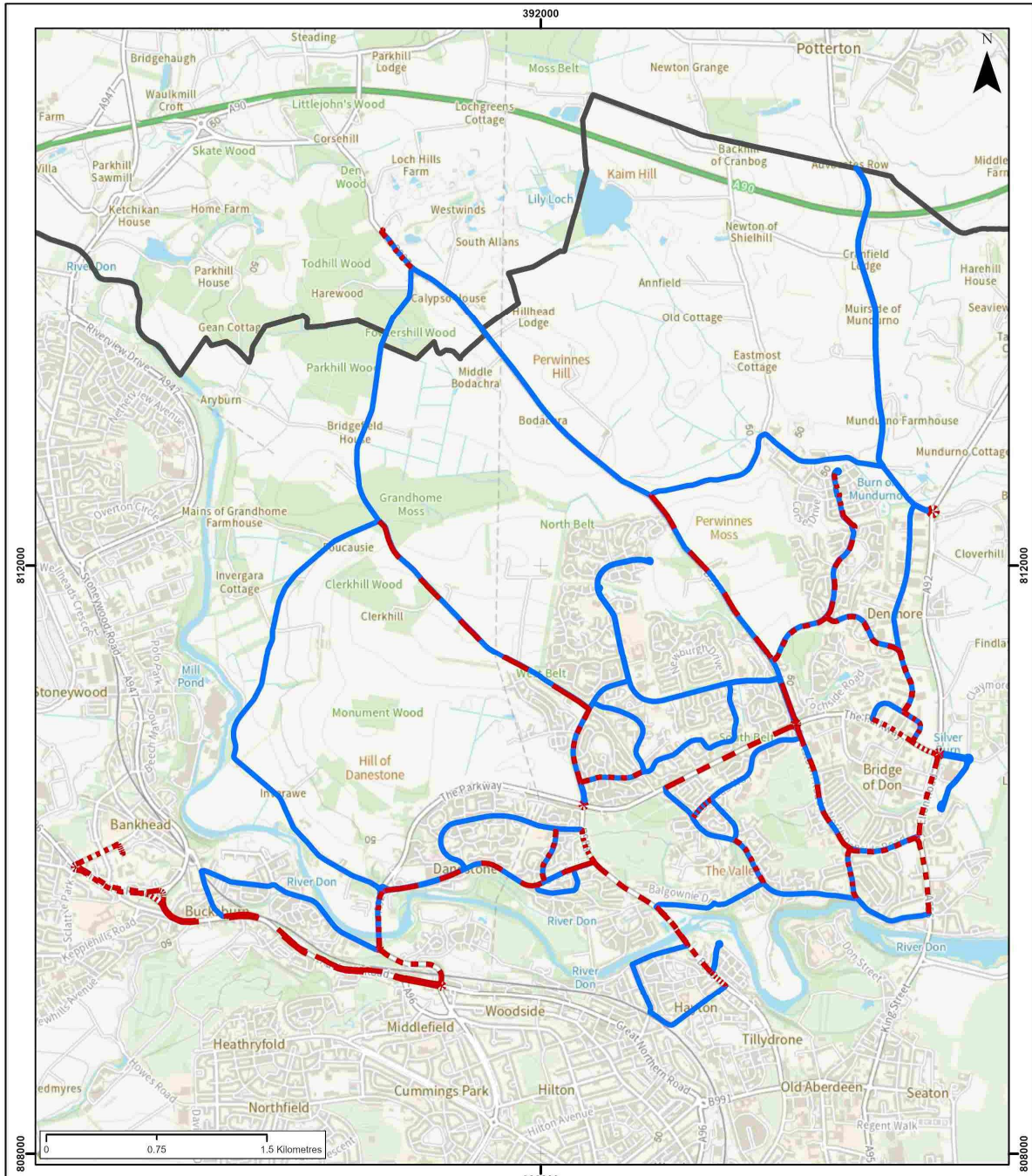
<b>SILVER 6</b>		
<b>STREET</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	LEFT
<i>CRAIGSHAW DRIVE</i>	<i>WELLINGTON ROAD</i>	RIGHT
<i>WELLINGTON ROAD</i>	<i>NIGG ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>NIGG ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>ALTENS ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON RDAD -</i>	
<i>WELLINGTON RDAD -</i>	<i>AWPR ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>AWPR ROUNDABOUT</i>	<i>A90 NORTH</i>	
<i>A90 NORTH</i>	<i>AWPR ROUNDABOUT</i>	LEFT - A944 JUNCTION
<i>AWPR ROUNDABOUT</i>	<i>SKENE ROAD</i>	RIGHT - 4TH EXIT
<i>SKENE ROAD</i>	<i>KINGSWELLS ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>KINGSWELLS ROUNDABOUT</i>	<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	
<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>KINGSWELLS P&amp;R LOOP</i>	LEFT
<b>KINGSWELLS P&amp;R LOOP</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	LEFT
<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>AWPR ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>AWPR ROUNDABOUT</i>	<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>NEWHILLS ROAD</b>	RIGHT
<b>NEWHILLS ROAD</b>	<b>KEPPLEHILLS ROAD</b>	FOLLOW ON TO
<b>KEPPLEHILLS ROAD</b>	<b>NETHERHILLS AVENUE</b>	RIGHT
<b>NETHERHILLS AVENUE</b>	<b>NEWHILLS AVENUE</b>	RIGHT
<b>NEWHILLS AVENUE</b>	<b>KEPPLEHILLS ROAD</b>	RIGHT
<i>KEPPLEHILLS ROAD</i>	<i>SCLATTIE PARK</i>	LEFT
<b>SCLATTIE PARK</b>	<b>KEPPLEHILLS DRIVE</b>	LEFT
<b>KEPPLEHILLS DRIVE</b>	<b>KEPPLEHILLS ROAD</b>	LEFT
<b>KEPPLEHILLS ROAD</b>	<b>BUCKSBURN ACADEMY LOOP</b>	LEFT
<b>BUCKSBURN ACADEMY LOOP</b>	<b>KEPPLEHILLS ROAD</b>	LEFT
<b>KEPPLEHILLS ROAD</b>	<b>INVERURIE ROAD</b>	RIGHT
<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	LEFT
<b>INVERURIE ROAD</b>	<b>BUCKSBURN ROUNDABOUT</b>	LEFT
<b>BUCKSBURN ROUNDABOUT</b>	<b>INVERURIE ROAD</b>	KEEP LEFT
<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	LEFT
<b>INVERURIE ROAD</b>	<b>INVERURIE ROAD</b>	LEFT
<i>INVERURIE ROAD</i>	<i>INVERURIE ROAD</i>	LEFT
<i>INVERURIE ROAD</i>	<i>SCLATTIE ROUNDABOUT</i>	LEFT
<i>SCLATTIE ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	STRAIGHT ON - 2ND EXIT
<i>INVERURIE ROAD</i>	<i>FORRIT BRAE</i>	
<b>FORRIT BRAE</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	LEFT

<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>NEWHILLS ROAD</b>	FOLLOW ON TO
<i>NEWHILLS ROAD</i>	<i>KEPPLEHILLS DRIVE</i>	LEFT
<i>KEPPLEHILLS DRIVE</i>	<i>SCLATTIE PARK</i>	LEFT
<b>SCLATTIE PARK</b>	<b>SCLATTIE ROUNDABOUT</b>	RIGHT - 3RD EXIT
<i>SCLATTIE ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>GREENBURN DRIVE</i>	LEFT
<b>GREENBURN DRIVE</b>	<b>BANKHEAD AVENUE</b>	LEFT
<b>BANKHEAD AVENUE</b>	<b>SCLATTIE ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>SCLATTIE ROUNDABOUT</i>	<i>BANKHEAD AVENUE</i>	
<b>BANKHEAD AVENUE</b>	<b>BANKHEAD ROAD</b>	LEFT
<b>BANKHEAD ROAD</b>	<b>GREENBURN DRIVE</b>	LEFT
<b>GREENBURN DRIVE</b>	<b>BANKHEAD AVENUE</b>	LEFT
<i>BANKHEAD AVENUE</i>	<i>BANKHEAD ROAD</i>	LEFT
<i>BANKHEAD ROAD</i>	<i>STONEYWOOD ROAD</i>	RIGHT
<b>STONEYWOOD ROAD</b>	<b>STONEYWOOD ROAD</b>	LEFT
<i>STONEYWOOD ROAD</i>	<i>ROUNDABOUT</i>	STRAIGHT ON - 1ST EXIT
<i>ROUNDABOUT</i>	<i>STONEYWOOD ROAD</i>	
<i>STONEYWOOD ROAD</i>	<i>'BP' ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>'BP' ROUNDABOUT</i>	<i>RIVERVIEW DRIVE</i>	
<i>RIVERVIEW DRIVE</i>	<i>NETHERVIEW AVENUE</i>	LEFT
<b>NETHERVIEW AVENUE</b>	<b>ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>ROUNDABOUT</b>	<b>DYCE SHOPPING CENTRE LOOP</b>	
<b>DYCE SHOPPING CENTRE LOOP</b>	<b>ROUNDBOUT</b>	FOLLOW LOOP TO ROUNDABOUT AND RETURN
<b>ROUNDBOUT</b>	<b>NETHERVIEW GARDENS</b>	STRAIGHT ON - 2ND EXIT
<b>NETHERVIEW GARDENS</b>	<b>GORDON TERRACE</b>	STRAIGHT ON
<b>GORDON TERRACE</b>	<b>NETHERVIEW ROAD</b>	LEFT
<b>NETHERVIEW ROAD</b>	<b>GLEN ROAD</b>	RIGHT
<b>GLEN ROAD</b>	<b>VICTORIA STREET</b>	RIGHT
<b>VICTORIA STREET</b>	<b>FARBURN TERRACE</b>	RIGHT
<b>FARBURN TERRACE</b>	<b>FARBURN ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>FARBURN ROUNDABOUT</b>	<b>WELLHEADS DRIVE</b>	
<b>WELLHEADS DRIVE</b>	<b>DYCE DRIVE</b>	RIGHT
<i>DYCE DRIVE</i>	<i>HOWE MOSS ROAD</i>	LEFT
<b>HOWE MOSS ROAD</b>	<b>HOWE MOSS DRIVE</b>	LEFT
<b>HOWE MOSS DRIVE</b>	<b>HOWE MOSS CRESCENT</b>	RIGHT
<b>HOWE MOSS CRESCENT</b>	<b>HOWE MOSS AVENUE</b>	RIGHT
<b>HOWE MOSS AVENUE</b>	<b>DYCE DRIVE</b>	LEFT
<i>DYCE DRIVE</i>	<i>PITMEDDEN ROAD</i>	LEFT
<b>PITMEDDEN ROAD</b>	<b>CASKIEBEN ROAD</b>	LEFT
<b>CASKIEBEN ROAD</b>	<b>MAIN ROAD</b>	LEFT
<b>MAIN ROAD</b>	<b>INVERURIE ROAD</b>	LEFT - 1ST EXIT
<i>INVERURIE ROAD</i>	<i>AIRPORT PARK &amp; RIDE</i>	LEFT SLIP AT PARK AND RIDE



<b>AIRPORT PARK &amp; RIDE</b>	<b>ARGYLL ROAD</b>	RIGHT
<i>ARGYLL ROAD</i>	<i>AIRPORT ROUNDABOUT</i>	RIGHT - 3RD EXIT
<i>AIRPORT ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>A96 ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>A96 ROUNDABOUT</i>	<i>CLINTERTY ROAD</i>	
<b>CLINTERTY ROAD</b>	<b>CLINTERTY ROAD</b>	RIGHT
<b>CLINTERTY ROAD</b>	<b>CLINTERTY - TYREBAGGER ROAD</b>	RIGHT
<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>BORROWSTONE ROAD</b>	LEFT
<b>BORROWSTONE ROAD</b>	<b>TULLUCH ROAD</b>	LEFT
<b>TULLUCH ROAD</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	LEFT
<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>FORRIT BRAE</i>	RIGHT
<b>FORRIT BRAE</b>	<b>INVERURIE ROAD</b>	LEFT
<i>INVERURIE ROAD</i>	<i>AIRPORT ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>AIRPORT ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>CLINTERTY - TYREBAGGER ROAD</i>	LEFT
<b>CLINTERTY - TYREBAGGER ROAD</b>	<b>CLINTERTY - TYREBAGGER ROAD</b>	STRAIGHT ON
<i>CLINTERTY - TYREBAGGER ROAD</i>	<i>BORROWSTONE ROAD</i>	LEFT
<i>BORROWSTONE ROAD</i>	<i>BORROWSTONE ROAD</i>	FOLLOW ON TO
<b>BORROWSTONE ROAD</b>	<b>AWPR ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<i>AWPR ROUNDABOUT</i>	<i>A90 SOUTH</i>	
<i>A90 SOUTH</i>	<i>AWPR ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>AWPR ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>ALTENS ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>ALTENS ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>NIGG ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>NIGG ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	LEFT
<i>CRAIGSHAW DRIVE</i>	<i>WEST TULLOS DEPOT</i>	RIGHT
<i>WEST TULLOS DEPOT</i>		END

# Silver route 7



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Silver Route 7

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:35,000

**Legend**

- City Boundary
- SERVICE
- SHIRE
- TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**Audit Information**

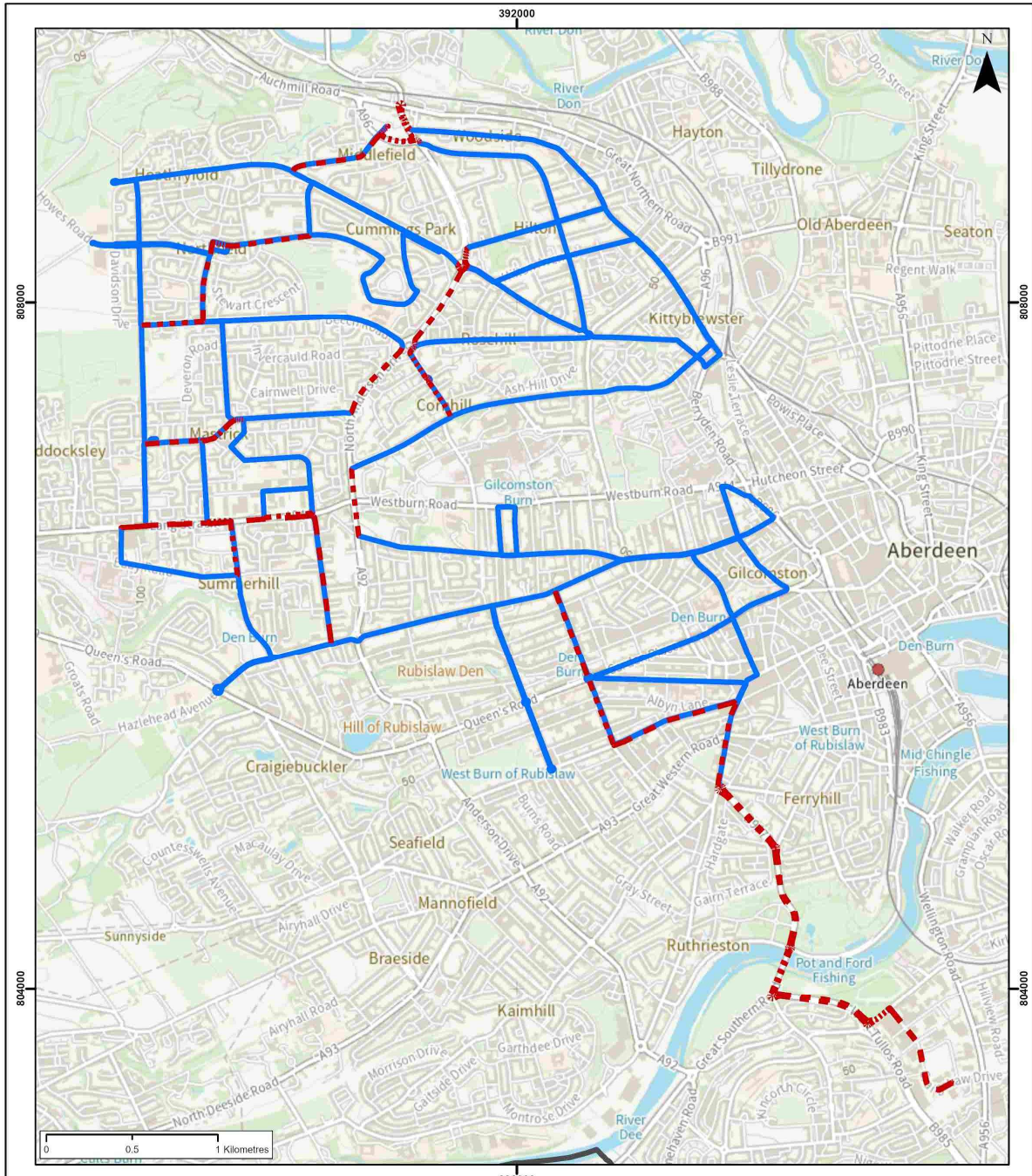
Authored By : SM  
 Checked By :  
 Approved By : SM  
 Date : 31/07/2024

<b>SILVER 7</b>		
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>BANKHEAD DEPOT</i>	<i>BANKHEAD AVENUE</i>	LEFT
<i>BANKHEAD AVENUE</i>	<i>SCLATTIE ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>SCLATTIE ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>BUCKSBURN ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>BUCKSBURN ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>HAUDAGAIN ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>HAUDAGAIN ROUNDABOUT</i>	<i>MUGIEMOSS ROAD</i>	
<i>MUGIEMOSS ROAD</i>	<i>MUGIEMOSS ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>MUGIEMOSS ROUNDABOUT</i>	<i>PARKWAY</i>	
<b>PARKWAY</b>	<b>'Tesco' ROUNDABOUT</b>	RIGHT - 3RD EXIT
<b>'Tesco' ROUNDABOUT</b>	<b>LAUREL DRIVE</b>	
<b>LAUREL DRIVE</b>	<b>FAIRVIEW STREET</b>	LEFT
<b>FAIRVIEW STREET</b>	<b>FAIRVIEW BRAE</b>	RIGHT
<b>FAIRVIEW BRAE</b>	<b>LAUREL DRIVE</b>	RIGHT
<b>LAUREL DRIVE</b>	<b>LAUREL PLACE</b>	LEFT
<b>LAUREL PLACE</b>	<b>LAUREL DRIVE</b>	LEFT
<b>LAUREL DRIVE</b>	<b>FAIRVIEW BRAE</b>	RIGHT
<i>FAIRVIEW BRAE</i>	<i>FAIRVIEW STREET</i>	RIGHT
<b>FAIRVIEW STREET</b>	<b>GORDON BRAE</b>	RIGHT
<i>GORDON BRAE</i>	<i>LAUREL DRIVE</i>	RIGHT
<b>LAUREL DRIVE</b>	<b>'Tesco' ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>'Tesco' ROUNDABOUT</b>	<b>UPPER PERSLEY ROAD</b>	
<b>UPPER PERSLEY ROAD</b>	<b>WHITESTRIPES ROAD</b>	RIGHT
<b>WHITESTRIPES ROAD</b>	<b>WHITESTRIPES AVENUE</b>	LEFT
<b>WHITESTRIPES AVENUE</b>	<b>JESMOND AVENUE NORTH</b>	RIGHT
<b>JESMOND AVENUE NORTH</b>	<b>VALENTINE ROAD</b>	RIGHT
<b>VALENTINE ROAD</b>	<b>WHITESTRIPES AVENUE</b>	LEFT
<b>WHITESTRIPES AVENUE</b>	<b>DANESTONE ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>DANESTONE ROUNDABOUT</i>	<i>WHITESTRIPES AVENUE</i>	
<b>WHITESTRIPES AVENUE</b>	<b>JESMOND DRIVE</b>	LEFT
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	TO BUS TURN POINT AND RETURN
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	INTO BUS TURN POINT
<b>JESMOND DRIVE</b>	<b>JESMOND DRIVE</b>	LEFT
<b>JESMOND DRIVE</b>	<b>SCOTSTOWN ROAD</b>	RIGHT
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	
<b>SCOTSTOWN ROAD</b>	<b>JESMOND DRIVE</b>	LEFT
<b>JESMOND DRIVE</b>	<b>JESMOND AVENUE</b>	LEFT
<b>JESMOND AVENUE</b>	<b>VALENTINE ROAD</b>	FOLLOW ON TO
<i>VALENTINE ROAD</i>	<i>WHITESTRIPES AVENUE</i>	RIGHT
<i>WHITESTRIPES AVENUE</i>	<i>WHITESTRIPES ROAD</i>	LEFT
<i>WHITESTRIPES ROAD</i>	<i>WHITESTRIPES ROAD</i>	FOLLOW ON TO
<b>WHITESTRIPES ROAD</b>	<b>SCOTSTOWN ROAD</b>	LEFT
<i>SCOTSTOWN ROAD</i>	<i>TURN POINT</i>	RIGHT TO TURN IN QUARRY OPENING

<i>TURN POINT</i>	<i>SCOTSTOWN ROAD</i>	LEFT
<b>SCOTSTOWN ROAD</b>	<b>DUBFORD ROAD</b>	LEFT
<b>DUBFORD ROAD</b>	<b>SHIELHILL AVENUE</b>	FOLLOW ON TO
<b>SHIELHILL AVENUE</b>	<b>SHIELHILL AVENUE</b>	TO BUS TURN AND RETURN
<i>SHIELHILL AVENUE</i>	<i>DUBFORD ROAD</i>	FOLLOW ON TO
<i>DUBFORD ROAD</i>	<i>GREENBRAE DRIVE</i>	LEFT
<b>GREENBRAE DRIVE</b>	<b>DENMORE ROAD</b>	RIGHT
<i>DENMORE ROAD</i>	<i>WOODSIDE ROAD</i>	RIGHT
<b>WOODSIDE ROAD</b>	<b>THE PARKWAY</b>	LEFT
<i>THE PARKWAY</i>	<i>WOODSIDE ROAD</i>	LEFT
<b>WOODSIDE ROAD</b>	<b>DENMORE ROAD</b>	RIGHT
<i>DENMORE ROAD</i>	<i>GREENBRAE DRIVE</i>	LEFT
<i>GREENBRAE DRIVE</i>	<i>DUBFORD ROAD</i>	LEFT
<i>DUBFORD ROAD</i>	<i>SCOTSTOWN ROAD</i>	LEFT
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	
<b>SCOTSTOWN ROAD</b>	<b>NORTH DONSDIE ROAD</b>	FOLLOW ON TO
<b>NORTH DONSDIE ROAD</b>	<b>GORDON BARRACKS ROUNDABOUT</b>	LEFT - 1ST EXIT
<i>GORDON BARRACKS ROUNDABOUT</i>	<i>ELLON ROAD</i>	
<i>ELLON ROAD</i>	<i>AECC ROUNDABOUT</i>	RIGHT - 3RD EXIT
<i>AECC ROUNDABOUT</i>	<i>PARKWAY EAST</i>	
<b>PARKWAY EAST</b>	<b>TECHNOLOGY PARK ROUNDABOUT</b>	RIGHT - 3RD EXIT
<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>AECC P &amp; R LOOP</b>	
<b>AECC P &amp; R LOOP</b>	<b>TECHNOLOGY PARK ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>TECHNOLOGY PARK ROUNDABOUT</b>	<b>PARKWAY EAST</b>	
<b>PARKWAY EAST</b>	<b>AECC ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<i>AECC ROUNDABOUT</i>	<i>THE PARKWAY</i>	
<i>THE PARKWAY</i>	<i>WOODSIDE ROAD</i>	RIGHT
<i>WOODSIDE ROAD</i>	<i>DENMORE ROAD</i>	RIGHT
<b>DENMORE ROAD</b>	<b>B999</b>	RIGHT
<b>B999</b>	<b>MURCAR ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>MURCAR ROUNDABOUT</i>	<i>B999</i>	
<b>B999</b>	<b>B999</b>	TURN AT "TATTIE SHEDS" AND RETURN
<b>B999</b>	<b>SHIELHILL ROAD</b>	RIGHT
<b>SHIELHILL ROAD</b>	<b>SHIELHILL ROUNDABOUT</b>	LEFT
<b>SHIELHILL ROUNDABOUT</b>	<b>SHIELHILL ROAD</b>	LEFT
<b>SHIELHILL ROAD</b>	<b>SCOTSTOWN ROAD</b>	LEFT
<i>SCOTSTOWN ROAD</i>	<i>SCOTSTOWN ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>SCOTSTOWN ROUNDABOUT</i>	<i>SCOTSTOWN ROAD</i>	
<i>SCOTSTOWN ROAD</i>	<i>SCOTSTOWN ROAD</i>	RIGHT

<b>SCOTSTOWN ROAD</b>	<b>BALGOWNIE ROAD</b>	FOLLOW ON TO
<b>BALGOWNIE ROAD</b>	<b>ELLON ROAD</b>	LEFT
<i>ELLON ROAD</i>	<i>BALGOWNIE ROAD</i>	LEFT - 1ST EXIT
<i>BALGOWNIE ROAD</i>	<i>SCOTSTOWN ROAD</i>	LEFT
<i>SCOTSTOWN ROAD</i>	<i>BALGOWNIE ROAD</i>	RIGHT
<b>BALGOWNIE ROAD</b>	<b>BRAEHEAD WAY</b>	RIGHT
<b>BRAEHEAD WAY</b>	<b>SCOTSTOWN ROAD</b>	LEFT
<b>SCOTSTOWN ROAD</b>	<b>SCOTSTOWN ROUNDABOUT</b>	LEFT - 1ST EXIT
<i>SCOTSTOWN ROUNDABOUT</i>	<i>THE PARKWAY</i>	
<i>THE PARKWAY</i>	<i>BALGOWNIE ROAD</i>	LEFT
<b>BALGOWNIE ROAD</b>	<b>BRAEHEAD WAY</b>	LEFT
<i>BRAEHEAD WAY</i>	<i>BODACRA ROAD</i>	RIGHT
<b>BODACRA ROAD</b>	<b>BALGOWNIE ROAD</b>	LEFT
<i>BALGOWNIE ROAD</i>	<i>BALGOWNIE DRIVE</i>	RIGHT
<b>BALGOWNIE DRIVE</b>	<b>GRANDHOME DRIVE</b>	LEFT
<b>GRANDHOME DRIVE</b>	<b>GORDON BRAE</b>	LEFT
<i>GORDON BRAE</i>	<i>PAPERMILL DRIVE BUS LOOP</i>	LEFT
<b>PAPERMILL DRIVE BUS LOOP</b>	<b>GORDON MILLS ROAD</b>	LEFT
<i>GORDON MILLS ROAD</i>	<i>HAYTON ROAD</i>	RIGHT
<b>HAYTON ROAD</b>	<b>DONBANK TERRACE</b>	RIGHT
<b>DONBANK TERRACE</b>	<b>GORDON MILLS ROAD</b>	RIGHT
<b>GORDON MILLS ROAD</b>	<b>GORDON MILLS ROAD</b>	LEFT
<i>GORDON MILLS ROAD</i>	<i>LAUREL DRIVE</i>	LEFT
<i>LAUREL DRIVE</i>	<i>"TESCO" ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>"TESCO" ROUNDABOUT</i>	<i>THE PARKWAY</i>	
<i>THE PARKWAY</i>	<i>MUGIEMOSS ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>MUGIEMOSS ROUNDABOUT</i>	<i>MUGIEMOSS ROAD</i>	
<b>MUGIEMOSS ROAD</b>	<b>OLD MELDRUM ROAD</b>	LEFT
<b>OLD MELDRUM ROAD</b>	<b>AUCHMILL ROAD</b>	LEFT
<i>AUCHMILL ROAD</i>	<i>HAUDAGAIN ROUNDABOUT</i>	RIGHT - 4TH EXIT
<i>HAUDAGAIN ROUNDABOUT</i>	<i>AUCHMILL ROAD</i>	
<i>AUCHMILL ROAD</i>	<i>BUCKSBURN ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>BUCKSBURN ROUNDABOUT</i>	<i>INVERURIE ROAD</i>	
<i>INVERURIE ROAD</i>	<i>SCLATTIE ROUNDABOUT</i>	RIGHT - 3RD EXIT
<i>SCLATTIE ROUNDABOUT</i>	<i>BANKHEAD AVENUE</i>	
<i>BANKHEAD AVENUE</i>	<i>BUCKSBURN DEPOT</i>	RIGHT
<i>BUCKSBURN DEPOT</i>		END

# Silver route 8



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Silver Route 8

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:30,000

**Legend**

- City Boundary
- SERVICE
- SHIRE
- TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**ABERDEEN CITY COUNCIL**

**Audit Information**  
 Authored By :SM  
 Checked By :  
 Approved By :SM  
 Date :31/07/2024

<b>SILVER 8</b>		
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>WEST TULLOS DEPOT</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>	<i>ABBOTSWELL ROAD</i>	LEFT
<i>ABBOTSWELL ROAD</i>	<i>ABBOTSWELL ROAD ROUNDABOUT</i>	RIGHT, 2ND EXIT
<i>ABBOTSWELL ROAD ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	
<i>WEST TULLOS ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	RIGHT- 3RD EXIT
<i>KING GEORGE VI ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>DUTHIE PARK ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>DUTHIE PARK ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>WHINHILL ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>HOLBURN ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>HOLBURN ROUNDABOUT</i>	<i>HOLBURN STREET</i>	
<i>HOLBURN STREET</i>	<i>UNION GROVE</i>	LEFT
<i>UNION GROVE</i>	<i>ST SWITHIN STREET</i>	RIGHT
<i>ST SWITHIN STREET</i>	<i>QUEENS CROSS</i>	STRAIGHT ON - 2ND EXIT
<b>QUEENS CROSS</b>	<b>FOUNTAINHALL ROAD</b>	
<i>FOUNTAINHALL ROAD</i>	<i>KINGS GATE</i>	LEFT
<b>KINGS GATE</b>	<b>FOREST ROAD</b>	LEFT
<b>FOREST ROAD</b>	<b>QUEENS GATE</b>	STRAIGHT ON 2ND EXIT
<b>QUEENS GATE</b>	<b>FOREST AVENUE</b>	
<b>FOREST AVENUE</b>	<b>RENDEZVOUS ROUNDABOUT</b>	ROUND - 4TH EXIT
<b>RENDEZVOUS ROUNDABOUT</b>	<b>FOREST AVENUE</b>	
<b>FOREST AVENUE</b>	<b>QUEENS GATE</b>	STRAIGHT ON 2ND EXIT
<b>QUEENS GATE</b>	<b>FOREST ROAD</b>	
<b>FOREST ROAD</b>	<b>KINGS GATE</b>	LEFT
<b>KINGS GATE</b>	<b>KINGS CROSS</b>	STRAIGHT ON 2ND EXIT
<b>KINGS CROSS</b>	<b>KINGS GATE</b>	
<b>KINGS GATE</b>	<b>SUMMERHILL ROAD</b>	RIGHT
<b>SUMMERHILL ROAD</b>	<b>MASTRICK DRIVE</b>	STRAIGHT ON
<b>MASTRICK DRIVE</b>	<b>WHITEMYRES AVENUE</b>	LEFT
<b>WHITEMYRES AVENUE</b>	<b>WHITEMYRES PLACE</b>	LEFT
<b>WHITEMYRES PLACE</b>	<b>LANG STRACHT</b>	LEFT
<i>LANG STRACHT</i>	<i>MASTRICK DRIVE</i>	LEFT
<b>MASTRICK DRIVE</b>	<b>ARNAGE DRIVE</b>	RIGHT
<b>ARNAGE DRIVE</b>	<b>NEWPARK PLACE</b>	LEFT
<b>NEWPARK PLACE</b>	<b>MASTRICK ROAD</b>	LEFT
<i>MASTRICK ROAD</i>	<i>GREENFERN ROAD</i>	FOLLOW ON TO
<i>GREENFERN ROAD</i>	<i>FERNHILL DRIVE</i>	LEFT
<b>FERNHILL DRIVE</b>	<b>LANG STRACHT</b>	LEFT

<i>LANG STRACHT</i>	<i>STRONSAY DRIVE</i>	RIGHT
<b>STRONSAY DRIVE</b>	<b>KINGS GATE</b>	RIGHT
<b>KINGS GATE</b>	<b>HAZELHEAD ROUNDABOUT</b>	COMPLETE - 4TH EXIT
<b>HAZELHEAD ROUNDABOUT</b>	<b>KINGS GATE</b>	
<b>KINGS GATE</b>	<b>SUMMERHILL ROAD</b>	LEFT
<i>SUMMERHILL ROAD</i>	<i>LANG STRACHT</i>	LEFT
<i>LANG STRACHT</i>	<i>ROUSAY DRIVE</i>	LEFT
<b>ROUSAY DRIVE</b>	<b>EDAY ROAD</b>	LEFT
<b>EDAY ROAD</b>	<b>STRONSAY DRIVE</b>	LEFT
<i>STRONSAY DRIVE</i>	<i>LANG STRACHT</i>	LEFT
<i>LANG STRACHT</i>	<i>SPRINGHILL ROAD</i>	RIGHT
<b>SPRINGHILL ROAD</b>	<b>GREENFERN ROAD</b>	RIGHT
<b>GREENFERN ROAD</b>	<b>GREENFERN ROAD BUS LOOP</b>	LEFT - 2ND ENTRANCE OF
<b>GREENFERN ROAD BUS LOOP</b>	<b>GREENFERN ROAD</b>	LEFT
<b>GREENFERN ROAD</b>	<b>UPPER MASTRICK WAY</b>	LEFT
<b>UPPER MASTRICK WAY</b>	<b>PROVOST FRASER DRIVE</b>	LEFT
<b>PROVOST FRASER DRIVE</b>	<b>SPRINGHILL ROAD</b>	LEFT
<b>SPRINGHILL ROAD</b>	<b>GREENFERN ROAD</b>	LEFT
<i>GREENFERN ROAD</i>	<i>MASTRICK ROAD</i>	FOLLOW ON TO
<b>MASTRICK ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>"MURDOS" ROUNDABOUT</i>	LEFT - 1ST EXIT
<b>"MURDOS" ROUNDABOUT</b>	<b>PROVOST FRASER DRIVE</b>	
<b>PROVOST FRASER DRIVE</b>	<b>BYRON AVENUE</b>	RIGHT
<b>BYRON AVENUE</b>	<b>BYRON SQUARE</b>	RIGHT
<b>BYRON SQUARE</b>	<b>BYRON SQUARE</b>	RIGHT
<b>BYRON SQUARE</b>	<b>BYRON AVENUE</b>	LEFT
<b>BYRON AVENUE</b>	<b>BREBNER TERRACE</b>	RIGHT
<b>BREBNER TERRACE</b>	<b>DAVIDSON GARDENS</b>	STRAIGHT
<b>DAVIDSON GARDENS</b>	<b>HOWES ROAD</b>	STRAIGHT
<b>HOWES ROAD</b>	<b>HOWES ROAD BUS LOOP</b>	LEFT
<b>HOWES ROAD BUS LOOP</b>	<b>HOWES ROAD</b>	RIGHT
<b>HOWES ROAD</b>	<b>DAVIDSON GARDENS</b>	STRAIGHT
<b>DAVIDSON GARDENS</b>	<b>BREBNER TERRACE</b>	STRAIGHT
<b>BREBNER TERRACE</b>	<b>BYRON AVENUE</b>	LEFT
<b>BYRON AVENUE</b>	<b>BYRON SQUARE</b>	RIGHT
<b>BYRON SQUARE</b>	<b>QUARRY ROAD</b>	STRAIGHT
<b>QUARRY ROAD</b>	<b>CUMMINGS PARK CRESCENT</b>	MINI ROUNDABOUT - STRAIGHT ON 2ND EXIT
<b>CUMMINGS PARK CRESCENT</b>	<b>CUMMINGS PARK CIRCLE</b>	RIGHT
<b>CUMMINGS PARK CIRCLE</b>	<b>MOIR CRESCENT</b>	LEFT
<b>MOIR CRESCENT</b>	<b>PROVOST RUST DRIVE</b>	RIGHT
<b>PROVOST RUST DRIVE</b>	<b>PROVOST RUST DRIVE</b>	LEFT
<b>PROVOST RUST DRIVE</b>	<b>GRANITEHILL ROAD</b>	LEFT
<b>GRANITEHILL ROAD</b>	<b>QUARRY ROAD</b>	RIGHT
<i>QUARRY ROAD</i>	<i>BYRON SQUARE</i>	FOLLOW ON TO

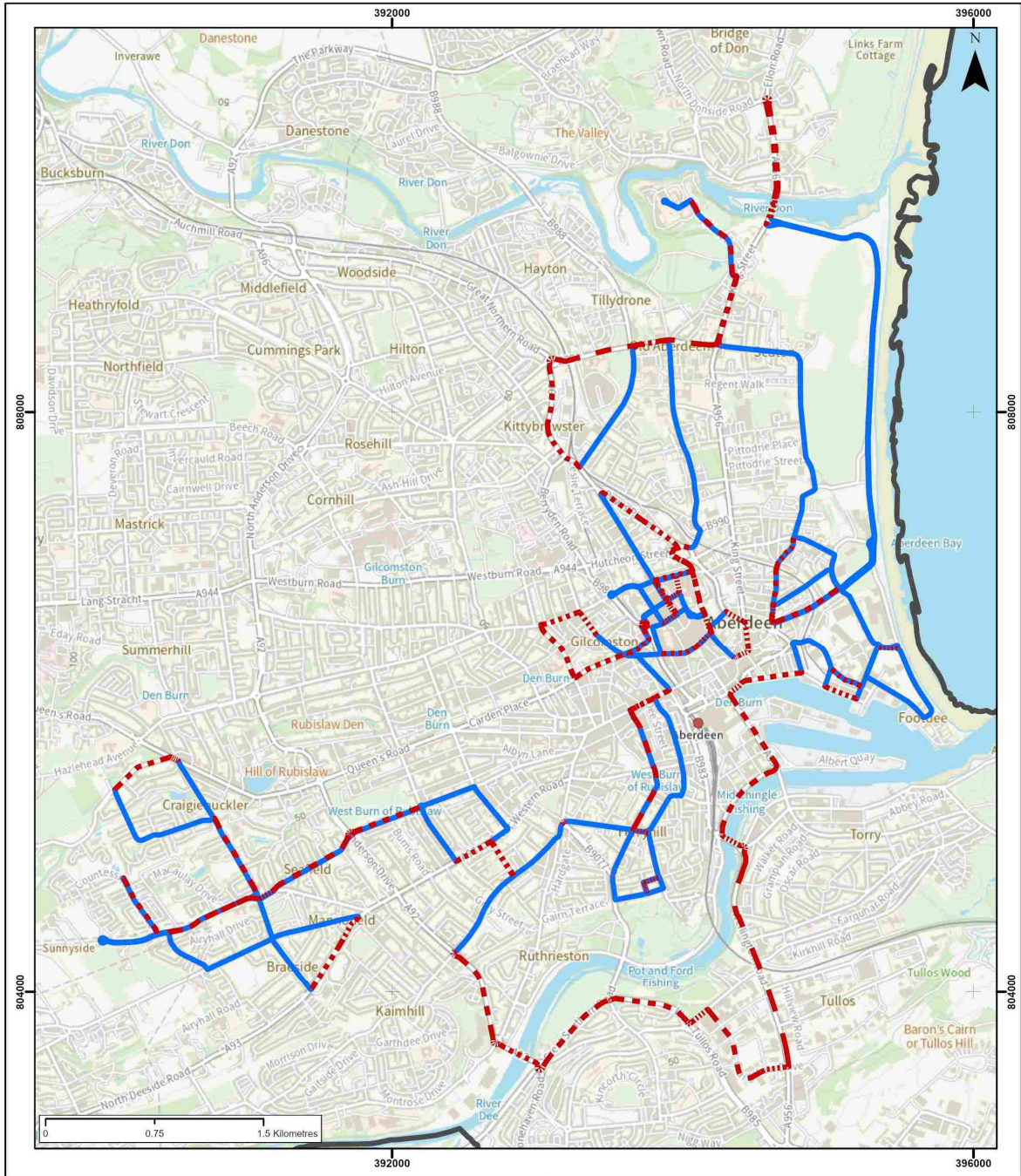


<i>BYRON SQUARE</i>	<i>BYRON AVENUE</i>	LEFT
<i>BYRON AVENUE</i>	<i>PROVOST FRASER DRIVE</i>	RIGHT
<i>PROVOST FRASER DRIVE</i>	<i>SPRINGHILL ROAD</i>	RIGHT
<b>SPRINGHILL ROAD</b>	<b>PROVOST RUST DRIVE</b>	LEFT
<b>PROVOST RUST DRIVE</b>	<b>PROVOST RUST DRIVE BUS LOOP</b>	ROUND BUS LOOP
<b>PROVOST RUST DRIVE BUS LOOP</b>	<b>PROVOST RUST DRIVE</b>	
<b>PROVOST RUST DRIVE</b>	<b>MANOR AVENUE</b>	LEFT
<i>MANOR AVENUE</i>	<i>HAUDAGAIN BYPASS</i>	RIGHT
<i>HAUDAGAIN BYPASS</i>	<i>NORTH ANDERSON DRIVE</i>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>HOUDAGAIN ROUNDABOUT</i>	RIGHT - 4TH EXIT
<i>HOUDAGAIN ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	
<i>NORTH ANDERSON DRIVE</i>	<i>CLIFTON ROAD</i>	LEFT
<b>CLIFTON ROAD</b>	<b>HILTON ROAD</b>	RIGHT
<b>HILTON ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>ROSEHILL ROUNDABOUT</i>	RIGHT - 3RD EXIT
<i>ROSEHILL ROUNDABOUT</i>	<i>PROVOST RUST DRIVE</i>	
<b>PROVOST RUST DRIVE</b>	<b>MANOR AVENUE</b>	RIGHT
<b>MANOR AVENUE</b>	<b>BUS GATE</b>	TURN AT BUSGATE AFTER BYPASS
<i>BUS GATE</i>	<i>HAUDAGAIN BYPASS</i>	LEFT
<i>HAUDAGAIN BYPASS</i>	<i>NORTH ANDERSON DRIVE</i>	RIGHT
<i>NORTH ANDERSON DRIVE</i>	<i>HILTON DRIVE</i>	LEFT
<b>HILTON DRIVE</b>	<b>SIX ROADS ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>SIX ROADS ROUNDABOUT</b>	<b>BACK HILTON ROAD</b>	
<b>BACK HILTON ROAD</b>	<b>BERRYDEN ROAD</b>	FOLLOW ON TO
<b>BERRYDEN ROAD</b>	<b>BELMONT ROAD</b>	LEFT
<b>BELMONT ROAD</b>	<b>POWIS TERRACE</b>	LEFT
<b>POWIS TERRACE</b>	<b>CLIFTON ROAD</b>	KEEP LEFT
<b>CLIFTON ROAD</b>	<b>HILTON ROAD</b>	LEFT
<b>HILTON ROAD</b>	<b>NORTH ANDERSON DRIVE</b>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>ROSEHILL ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>ROSEHILL ROUNDABOUT</i>	<i>NORTH ANDERSON DRIVE</i>	
<i>NORTH ANDERSON DRIVE</i>	<i>"MURDOS" ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>"MURDOS" ROUNDABOUT</i>	<i>FORESTERHILL ROAD</i>	
<b>FORESTERHILL ROAD</b>	<b>CORNHILL ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<b>CORNHILL ROUNDABOUT</b>	<b>FORESTERHILL ROAD</b>	
<b>FORESTERHILL ROAD</b>	<b>ASHGROVE ROAD WEST</b>	LEFT
<b>ASHGROVE ROAD WEST</b>	<b>ASHGROVE ROAD</b>	STRAIGHT ON
<b>ASHGROVE ROAD</b>	<b>POWIS TERRACE</b>	LEFT
<b>POWIS TERRACE</b>	<b>CLIFTON ROAD</b>	KEEP LEFT
<b>CLIFTON ROAD</b>	<b>HILTON AVENUE</b>	LEFT
<b>HILTON AVENUE</b>	<b>ROSEHILL DRIVE</b>	RIGHT
<b>ROSEHILL DRIVE</b>	<b>ROSEHILL ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>ROSEHILL ROUNDABOUT</i>	<i>ROSEHILL DRIVE</i>	

<b>ROSEHILL DRIVE</b>	<b>SIX ROADS ROUNDABOUT</b>	RIGHT TO ROUNDABOUT
<b>SIX ROADS ROUNDABOUT</b>	<b>CAIRNCRY ROAD</b>	RIGHT - 4TH EXIT
<b>CAIRNCRY ROAD</b>	<b>"MURDOS" ROUNDABOUT</b>	LEFT - 1ST EXIT
<i>"MURDOS" ROUNDABOUT</i>	<i>FORESTERHILL ROAD</i>	
<i>FORESTERHILL ROAD</i>	<i>CORNHILL ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>CORNHILL ROUNDABOUT</i>	<i>FORESTERHILL ROAD</i>	
<i>FORESTERHILL ROAD</i>	<i>ASHGROVE ROAD WEST</i>	RIGHT
<b>ASHGROVE ROAD WEST</b>	<b>NORTH ANDERSON DRIVE</b>	LEFT
<i>NORTH ANDERSON DRIVE</i>	<i>MIDSTOCKET ROAD</i>	LEFT
<b>MIDSTOCKET ROAD</b>	<b>CAMPERDOWN ROAD</b>	LEFT
<b>CAMPERDOWN ROAD</b>	<b>WESTBURN ROAD</b>	LEFT
<b>WESTBURN ROAD</b>	<b>HARCOURT ROAD</b>	LEFT
<b>HARCOURT ROAD</b>	<b>MIDSTOCKET ROAD</b>	LEFT
<b>MIDSTOCKET ROAD</b>	<b>ROSEMOUNT PLACE</b>	LEFT
<b>ROSEMOUNT PLACE</b>	<b>ROSEMOUNT ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>ROSEMOUNT ROUNDABOUT</b>	<b>SKENE SQUARE</b>	
<b>SKENE SQUARE</b>	<b>ROSEMOUNT TERRACE</b>	LEFT
<b>ROSEMOUNT TERRACE</b>	<b>WESTBURN ROAD</b>	LEFT
<b>WESTBURN ROAD</b>	<b>MOUNT STREET</b>	LEFT
<b>MOUNT STREET</b>	<b>ROSEMOUNT PLACE</b>	RIGHT
<b>ROSEMOUNT PLACE</b>	<b>ESSLEMONT AVENUE</b>	LEFT
<b>ESSLEMONT AVENUE</b>	<b>SKENE STREET</b>	LEFT
<b>SKENE STREET</b>	<b>ROSEMOUNT VIADUCT</b>	LEFT
<b>ROSEMOUNT VIADUCT</b>	<b>SOUTH MOUNT STREET</b>	FOLLOW ON TO
<b>SOUTH MOUNT STREET</b>	<b>ROSEMOUNT PLACE</b>	LEFT
<b>ROSEMOUNT PLACE</b>	<b>BEECHGROVE TERRACE</b>	STRAIGHT ON
<b>BEECHGROVE TERRACE</b>	<b>FOUNTAINHALL ROAD</b>	LEFT
<b>FOUNTAINHALL ROAD</b>	<b>QUEENS CROSS</b>	STRAIGHT ON - 2ND EXIT
<b>QUEENS CROSS</b>	<b>ST SWITHIN STREET</b>	
<b>ST SWITHIN STREET</b>	<b>UNION GROVE</b>	LEFT
<b>UNION GROVE</b>	<b>HOLBURN STREET</b>	LEFT
<b>HOLBURN STREET</b>	<b>UNION STREET</b>	RIGHT
<b>UNION STREET</b>	<b>ROSE STREET</b>	LEFT
<b>ROSE STREET</b>	<b>SKENE STREET</b>	LEFT
<b>SKENE STREET</b>	<b>CARDEN PLACE</b>	FOLLOW ON TO
<b>CARDEN PLACE</b>	<b>ALBYN PLACE</b>	LEFT
<b>ALBYN PLACE</b>	<b>ALFORD PLACE</b>	FOLLOW ON TO
<b>ALFORD PLACE</b>	<b>HOLBURN STREET</b>	RIGHT
<b>HOLBURN STREET</b>	<b>HOLBURN ROUNDABOUT</b>	STRAIGHT - 2ND EXIT
<i>HOLBURN ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>WHINHILL ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>DUTHIE PARK ROUNDABOUT</i>	STRAIGHT - 2ND EXIT
<i>DUTHIE PARK ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<i>GREAT SOUTHERN ROAD</i>	<i>KING GEORGE VI ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>KING GEORGE VI ROUNDABOUT</i>	<i>WEST TULLOS ROAD</i>	

<i>WEST TULLOS ROAD</i>	<i>ABBOTSHALL ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>ABBOTSHALL ROUNDABOUT</i>	<i>ABBOTSHALL ROAD</i>	
<i>ABBOTSHALL ROAD</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>		LEFT - TO DEPOT

# Silver route 9



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Silver Route 9

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:35,000

**Legend**  
 City Boundary  
 SERVICE  
 SHIRE  
 TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**Audit Information**  
 Authored By :SM  
 Checked By :  
 Approved By :SM  
 Date :31/07/2024

<b>SILVER 9</b>		
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
WEST TULLOS 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 ROUNDABOUT	STRAIGHT ON - 2ND EXIT
KING GEORGE VI 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 ON - 2ND EXIT
GARTHDEE ROUNDABOUT	SOUTH ANDERSON DRIVE	
SOUTH ANDERSON DRIVE	BROOMHIL ROUNDABOUT	RIGHT - 3RD EXIT
BROOMHIL ROUNDABOUT	BROOMHILL ROAD	
<b>BROOMHILL ROAD</b>	<b>PITSTRUAN PLACE</b>	LEFT
PITSTRUAN PLACE	GREAT WESTERN ROAD	LEFT
GREAT WESTERN ROAD	FOREST AVENUE	RIGHT
<b>FOREST AVENUE</b>	<b>RENDEZVOUS ROUNDABOUT</b>	LEFT
<b>RENDEZVOUS ROUNDABOUT</b>	<b>CROMWELL ROAD</b>	LEFT - 1ST EXIT
<b>CROMWELL ROAD</b>	<b>SEAFIELD ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
SEAFIELD ROUNDABOUT	SEAFIELD ROAD	
<b>SEAFIELD ROAD</b>	<b>COUNTESSWELLS ROAD</b>	STRAIGHT ON
<b>COUNTESSWELLS ROAD</b>	<b>COUNTESSWELLS ROAD</b>	FOLLOW ON TO
COUNTESSWELLS ROAD	COUNTESSWELLS ROAD	STRAIGHT ON
<b>COUNTESSWELLS ROAD</b>	<b>SLOPEFIELD ROUNDABOUT</b>	ROUND - 3RD EXIT
<b>SLOPEFIELD ROUNDABOUT</b>	<b>COUNTESSWELLS ROAD</b>	
<b>COUNTESSWELLS ROAD</b>	<b>COUNTESSWELLS AVENUE</b>	LEFT
<b>COUNTESSWELLS AVENUE</b>	<b>COUNTESSWELLS AVENUE</b>	TURN AROUND
COUNTESSWELLS AVENUE	COUNTESSWELLS ROAD	LEFT
<b>COUNTESSWELLS ROAD</b>	<b>SPRINGFIELD ROAD</b>	LEFT
<b>SPRINGFIELD ROAD</b>	<b>QUEENS ROAD</b>	LEFT
QUEENS ROAD	HAZELDENE ROAD	LEFT
HAZELDENE ROAD	CRAIGIEBUCKLER AVENUE	LEFT
<b>CRAIGIEBUCKLER AVENUE</b>	<b>SPRINGFIELD ROAD</b>	RIGHT
SPRINGFIELD ROAD	SPRINGFIELD ROAD	STRAIGHT ON
<b>SPRINGFIELD ROAD</b>	<b>SPRINGFIELD ROAD</b>	STRAIGHT ON
<b>SPRINGFIELD ROAD</b>	<b>CRAIGTON ROAD</b>	LEFT
<b>CRAIGTON ROAD</b>	<b>GREAT WESTERN ROAD</b>	RIGHT
GREAT WESTERN ROAD	ST JOHNS TERRACE	FOLLOW ON TO
ST JOHNS TERRACE	SPRINGFIELD ROAD	RIGHT
<b>SPRINGFIELD ROAD</b>	<b>CRAIGTON ROAD</b>	LEFT
<b>CRAIGTON ROAD</b>	<b>AIRYHALL AVENUE</b>	RIGHT

<b>AIRYHALL AVENUE</b>	<b>COUNTESSWELLS ROAD</b>	LEFT
<i>COUNTESSWELLS ROAD</i>	<i>COUNTESSWELLS ROAD</i>	RIGHT
<i>COUNTESSWELLS ROAD</i>	<i>SEAFIELD ROAD</i>	FOLLOW ON TO
<i>SEAFIELD ROAD</i>	<i>SEAFIELD ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>SEAFIELD ROUNDABOUT</i>	<i>CROMWELL ROAD</i>	
<i>CROMWELL ROAD</i>	<i>RENDEZVOUS ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<b>RENDEZVOUS ROUNDABOUT</b>	<b>UNION GROVE</b>	
<b>UNION GROVE</b>	<b>ASHLEY ROAD</b>	RIGHT
<b>ASHLEY ROAD</b>	<b>GREAT WESTERN ROAD</b>	RIGHT
<b>GREAT WESTERN ROAD</b>	<b>PITSTRUAN PLACE</b>	LEFT
<i>PITSTRUAN PLACE</i>	<i>BROOMHILL ROAD</i>	LEFT
<b>BROOMHILL ROAD</b>	<b>HOLBURN STREET</b>	STRAIGHT ON - 2ND EXIT
<b>HOLBURN STREET</b>	<b>HOLBURN ROUNDABOUT</b>	RIGHT - 2ND EXIT
<i>HOLBURN ROUNDABOUT</i>	<i>FONTHILL ROAD</i>	
<b>FONTHILL ROAD</b>	<b>BON ACCORD STREET</b>	LEFT
<b>BON ACCORD STREET</b>	<b>UNION STREET</b>	RIGHT
<i>UNION STREET</i>	<i>CROWN STREET</i>	RIGHT
<b>CROWN STREET</b>	<b>FERRYHILL ROAD</b>	RIGHT
<b>FERRYHILL ROAD</b>	<b>FONTHILL ROAD</b>	FOLLOW ON TO
<b>FONTHILL ROAD</b>	<b>WHINHILL ROAD</b>	LEFT
<b>WHINHILL ROAD</b>	<b>WHINHILL ROUNDABOUT</b>	STRAIGHT ON - 1ST EXIT
<i>WHINHILL ROUNDABOUT</i>	<i>GREAT SOUTHERN ROAD</i>	
<b>GREAT SOUTHERN ROAD</b>	<b>MURRAY TERRACE</b>	LEFT
<b>MURRAY TERRACE</b>	<b>BRIGHT STREET</b>	LEFT
<b>BRIGHT STREET</b>	<b>BRUNSWICK PLACE</b>	RIGHT
<b>BRUNSWICK PLACE</b>	<b>POLMUIR ROAD</b>	RIGHT
<b>POLMUIR ROAD</b>	<b>MURRAY TERRACE</b>	RIGHT
<b>MURRAY TERRACE</b>	<b>BRIGHT STREET</b>	RIGHT
<i>BRIGHT STREET</i>	<i>BRUNSWICK PLACE</i>	RIGHT
<i>BRUNSWICK PLACE</i>	<i>POLMUIR ROAD</i>	LEFT
<b>POLMUIR ROAD</b>	<b>FERRYHILL ROAD</b>	LEFT
<i>FERRYHILL ROAD</i>	<i>BON ACCORD STREET</i>	RIGHT
<i>BON ACCORD STREET</i>	<i>UNION STREET</i>	RIGHT
<i>UNION STREET</i>	<i>UNION TERRACE</i>	LEFT
<b>UNION TERRACE</b>	<b>ROSEMOUNT VIADUCT</b>	LEFT
<b>ROSEMOUNT VIADUCT</b>	<b>SOUTH MOUNT STREET</b>	FOLLOW ON TO
<i>SOUTH MOUNT STREET</i>	<i>ROSEMOUNT PLACE</i>	LEFT
<i>ROSEMOUNT PLACE</i>	<i>ESSLEMONT AVENUE</i>	LEFT
<i>ESSLEMONT AVENUE</i>	<i>SKENE STREET</i>	LEFT
<i>SKENE STREET</i>	<i>SKENE STREET</i>	FOLLOW ON TO
<b>SKENE STREET</b>	<b>WOOLMANHILL ROUNDABOUT</b>	ROUND - 4TH EXIT
<i>WOOLMANHILL ROUNDABOUT</i>	<i>SKENE STREET</i>	
<i>SKENE STREET</i>	<i>ROSEMOUNT VIADUCT</i>	LEFT
<b>ROSEMOUNT VIADUCT</b>	<b>SCHOOLHILL</b>	FOLLOW ON TO
<b>SCHOOLHILL</b>	<b>UPPERKIRKGATE</b>	FOLLOW ON TO

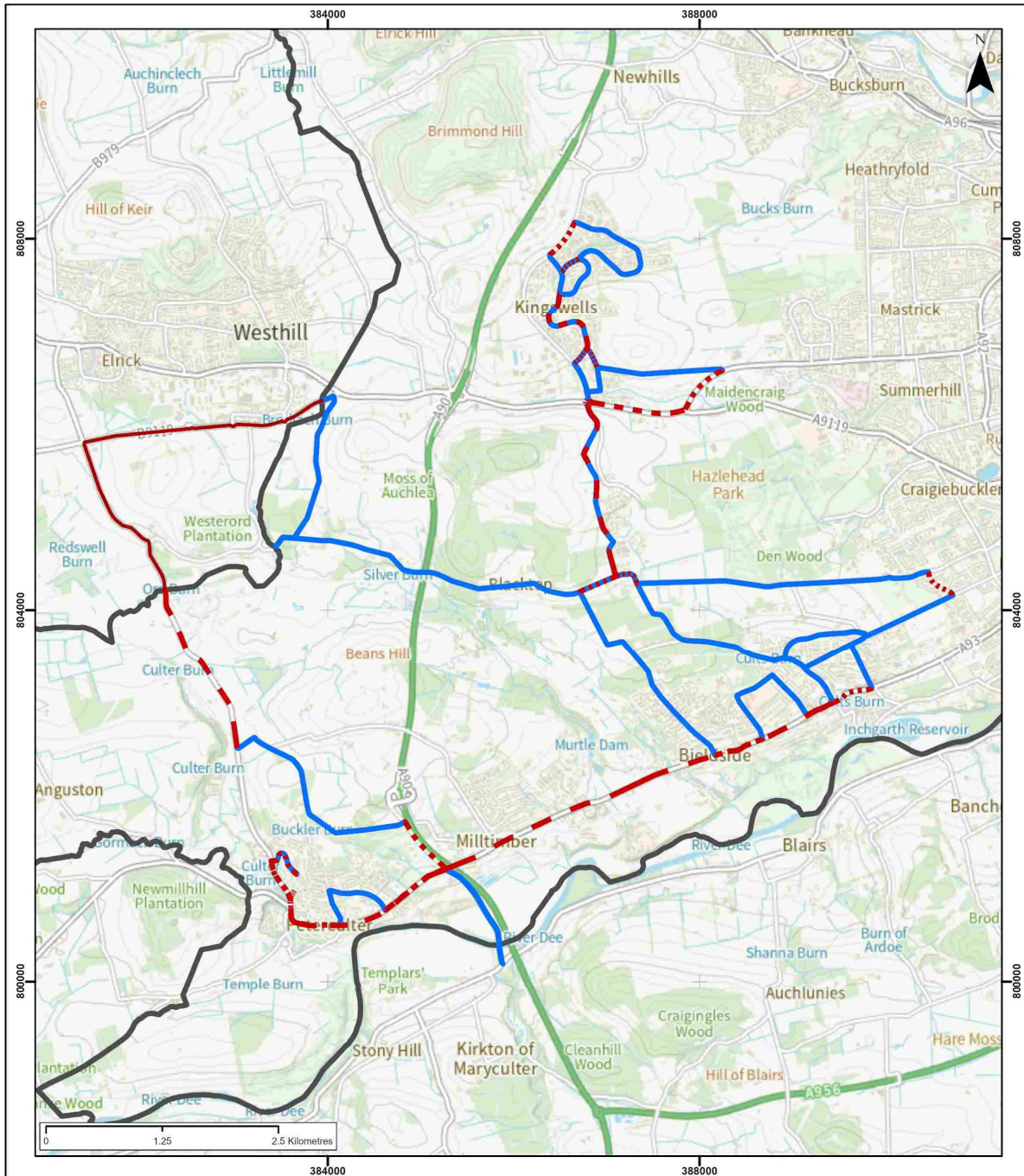
<b>UPPERKIRKGATE</b>	<b>GALLOWGATE</b>	LEFT
<b>GALLOWGATE</b>	<b>LITTLE JOHN STREET</b>	RIGHT
<b>LITTLE JOHN STREET</b>	<b>WEST NORTH STREET</b>	RIGHT
<i>WEST NORTH STREET</i>	<i>KING STREET</i>	RIGHT
<i>KING STREET</i>	<i>CASTLE STREET</i>	FOLLOW ON TO
<i>CASTLE STREET</i>	<i>UNION STREET</i>	FOLLOW ON TO
<i>UNION STREET</i>	<i>BROAD STREET</i>	RIGHT
<b>BROAD STREET</b>	<b>GALLOWGATE</b>	FOLLOW ON TO
<i>GALLOWGATE</i>	<i>MOUNTHOOLY ROUNDAABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>MOUNTHOOLY ROUNDAABOUT</i>	<i>CAUSEWAYEND</i>	
<i>CAUSEWAYEND</i>	<i>GEORGE STREET</i>	FOLLOW ON TO
<b>GEORGE STREET</b>	<b>POWIS PLACE</b>	LEFT
<i>POWIS PLACE</i>	<i>JOHN STREET</i>	LEFT
<b>JOHN STREET</b>	<b>LOCH STREET</b>	RIGHT
<b>LOCH STREET</b>	<b>BERRY STREET</b>	LEFT - 1ST EXIT
<b>BERRY STREET</b>	<b>GALLOWGATE</b>	LEFT
<i>GALLOWGATE</i>	<i>SPRING GARDEN</i>	LEFT
<b>SPRING GARDEN</b>	<b>GEORGE STREET</b>	LEFT
<i>GEORGE STREET</i>	<i>JOHN STREET</i>	LEFT
<i>JOHN STREET</i>	<i>LOCH STREET</i>	LEFT
<i>LOCH STREET</i>	<i>SPRING GARDEN</i>	LEFT
<b>SPRING GARDEN</b>	<b>GEORGE STREET</b>	LEFT
<i>GEORGE STREET</i>	<i>ST ANDREW STREET</i>	RIGHT
<b>ST ANDREW STREET</b>	<b>BLACKFRIARS STREET</b>	STRAIGHT ON
<b>BLACKFRIARS STREET</b>	<b>BLACKFRIARS STREET</b>	FOLLOW ROUND TO
<b>BLACKFRIARS STREET</b>	<b>SCHOOLHILL</b>	LEFT
<i>SCHOOLHILL</i>	<i>UPPERKIRKGATE</i>	FOLLOW ON TO
<i>UPPERKIRKGATE</i>	<i>GALLOWGATE</i>	LEFT
<i>GALLOWGATE</i>	<i>BERRY STREET</i>	LEFT
<b>BERRY STREET</b>	<b>LOCH STREET</b>	STRAIGHT ON - 2ND EXIT
<b>LOCH STREET</b>	<b>ST ANDREW STREET</b>	LEFT
<b>ST ANDREW STREET</b>	<b>CHARLOTTE STREET</b>	RIGHT
<b>CHARLOTTE STREET</b>	<b>JOHN STREET</b>	LEFT
<b>JOHN STREET</b>	<b>WOOLMANHILL ROUNDAABOUT</b>	ROUND - 4TH EXIT
<i>WOOLMANHILL ROUNDAABOUT</i>	<i>JOHN STREET</i>	
<b>JOHN STREET</b>	<b>GEORGE STREET</b>	RIGHT
<i>GEORGE STREET</i>	<i>ST ANDREW STREET</i>	RIGHT
<i>ST ANDREW STREET</i>	<i>CHARLOTTE STREET</i>	RIGHT
<b>CHARLOTTE STREET</b>	<b>MABERLEY STREET</b>	
<b>MABERLEY STREET</b>	<b>ROSEMOUNT ROUNDAABOUT</b>	ROUND - 4TH EXIT
<b>ROSEMOUNT ROUNDAABOUT</b>	<b>MABERLEY STREET</b>	
<b>MABERLEY STREET</b>	<b>SPRING GARDEN</b>	STRAIGHT ON

<i>SPRING GARDEN</i>	<i>GALLOWGATE</i>	LEFT
<i>GALLOWGATE</i>	<i>MOUNTHOOLY ROUNDABOUT</i>	RIGHT - 3RD EXIT
<i>MOUNTHOOLY ROUNDABOUT</i>	<i>MOUNTHOOLY</i>	
<b>MOUNTHOOLY</b>	<b>KINGS CRESCENT</b>	LEFT
<b>KINGS CRESCENT</b>	<b>SPITAL</b>	FOLLOW ON TO
<b>SPITAL</b>	<b>COLLEGE STREET</b>	FOLLOW ON TO
<b>COLLEGE STREET</b>	<b>HIGH STREET</b>	FOLLOW ON TO
<b>HIGH STREET</b>	<b>ST MACHAR DRIVE</b>	LEFT
<i>ST MACHAR DRIVE</i>	<i>BEDFORD ROAD</i>	LEFT
<b>BEDFORD ROAD</b>	<b>POWIS TERRACE</b>	RIGHT
<i>POWIS TERRACE</i>	<i>GREAT NORTHERN ROAD</i>	FOLLOW ON TO
<i>GREAT NORTHERN ROAD</i>	<i>KITTYBREWSTER ROUNDABOUT</i>	RIGHT 4TH EXIT
<i>KITTYBREWSTER ROUNDABOUT</i>	<i>ST MACHAR DRIVE</i>	
<i>ST MACHAR DRIVE</i>	<i>SEATON ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>SEATON ROUNDABOUT</i>	<i>KING STREET</i>	
<i>KING STREET</i>	<i>DON STREET</i>	LEFT
<b>DON STREET</b>	<b>HILLHEAD CAMPUS BUS TURN POINT</b>	LEFT
<b>HILLHEAD CAMPUS BUS TURN POINT</b>	<b>DON STREET</b>	TURN AT TURN POINT
<i>DON STREET</i>	<i>KING STREET</i>	RIGHT
<i>KING STREET</i>	<i>SEATON ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>SEATON ROUNDABOUT</i>	<i>SCHOOL ROAD</i>	
<b>SCHOOL ROAD</b>	<b>GOLF ROAD</b>	FOLLOW RIGHT
<b>GOLF ROAD</b>	<b>PARK ROAD</b>	FOLLOW ON TO
<b>PARK ROAD</b>	<b>PARK STREET</b>	FOLLOW ON TO
<b>PARK STREET</b>	<b>BEACH BOULEVARD ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>BEACH BOULEVARD ROUNDABOUT</b>	<b>BEACH BOULEVARD</b>	
<b>BEACH BOULEVARD</b>	<b>LINKS ROAD</b>	LEFT
<b>LINKS ROAD</b>	<b>CONSTITUTION STREET</b>	LEFT
<b>CONSTITUTION STREET</b>	<b>PARK STREET</b>	LEFT
<i>PARK STREET</i>	<i>BEACH BOULEVARD ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>BEACH BOULEVARD</i>	
<i>BEACH BOULEVARD</i>	<i>LINKS ROAD</i>	LEFT
<b>LINKS ROAD</b>	<b>URQUHART ROAD</b>	LEFT
<b>URQUHART ROAD</b>	<b>PARK ROAD</b>	LEFT
<i>PARK ROAD</i>	<i>PARK STREET</i>	FOLLOW ON TO
<i>PARK STREET</i>	<i>BEACH BOULEVARD ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>BEACH BOULEVARD ROUNDABOUT</i>	<i>BEACH BOULEVARD</i>	



<b>BEACH BOULEVARD</b>	<b>ESPLANADE</b>	STRAIGHT ON - 2ND EXIT
<b>ESPLANADE</b>	<b>KING STREET</b>	LEFT
<i>KING STREET</i>	<i>ELLON ROAD</i>	FOLLOW ON TO
<i>ELLON ROAD</i>	<i>GORDON BARRACKS ROUNDABOUT</i>	ROUND - 4TH EXIT
<i>GORDON BARRACKS ROUNDABOUT</i>	<i>ELLON ROAD</i>	
<i>ELLON ROAD</i>	<i>KING STREET</i>	FOLLOW ON TO
<i>KING STREET</i>	<i>ESPLANADE</i>	LEFT
<b>ESPLANADE</b>	<b>BEACH BOULEVARD</b>	STRAIGHT ON - 1ST EXIT
<b>BEACH BOULEVARD</b>	<b>LINKS ROAD</b>	LEFT
<b>LINKS ROAD</b>	<b>QUEENS LINKS ROUNDABOUT</b>	LEFT - 2ND EXIT
<b>QUEENS LINKS ROUNDABOUT</b>	<b>LINKS ROAD</b>	
<b>LINKS ROAD</b>	<b>ESPLANADE ROUNDABOUT</b>	ROUND - 3RD EXIT
<b>ESPLANADE ROUNDABOUT</b>	<b>LINKS ROAD</b>	
<b>LINKS ROAD</b>	<b>QUEENS LINKS ROUNDABOUT</b>	LEFT - 1ST EXIT
<b>QUEENS LINKS ROUNDABOUT</b>	<b>WELLINGTON STREET</b>	
<b>WELLINGTON STREET</b>	<b>YORK STREET</b>	LEFT
<b>YORK STREET</b>	<b>ESPLANADE</b>	LEFT
<b>ESPLANADE</b>	<b>LINKS ROAD</b>	LEFT - 1ST EXIT
<i>LINKS ROAD</i>	<i>QUEENS LINKS ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>QUEENS LINKS ROUNDABOUT</i>	<i>WELLINGTON STREET</i>	
<b>WELLINGTON STREET</b>	<b>ST CLEMENT STREET</b>	LEFT
<b>ST CLEMENT STREET</b>	<b>CHURCH STREET</b>	RIGHT
<b>CHURCH STREET</b>	<b>WATERLOO QUAY</b>	LEFT
<i>WATERLOO QUAY</i>	<i>WELLINGTON STREET</i>	LEFT
<b>WELLINGTON STREET</b>	<b>ST CLEMENT STREET</b>	LEFT
<i>ST CLEMENT STREET</i>	<i>MILLAR STREET</i>	RIGHT
<b>MILLAR STREET</b>	<b>CASTLE TERRACE</b>	FOLLOW ON TO
<b>CASTLE TERRACE</b>	<b>COMMERCE STREET</b>	LEFT
<b>COMMERCE STREET</b>	<b>REGENT QUAY</b>	RIGHT
<i>REGENT QUAY</i>	<i>VIRGINIA STREET</i>	LEFT
<i>VIRGINIA STREET</i>	<i>MARKET STREET</i>	LEFT
<i>MARKET STREET</i>	<i>NORTH ESPLANADE WEST</i>	RIGHT
<i>NORTH ESPLANADE WEST</i>	<i>QUEEN ELIZABETH BRIDGE ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>QUEEN ELIZABETH BRIDGE ROUNDABOUT</i>	<i>QUEEN ELIZABETH BRIDGE</i>	
<i>QUEEN ELIZABETH BRIDGE</i>	<i>CRAIGINCHES ROUNDABOUT</i>	RIGHT - 2ND EXIT
<i>CRAIGINCHES ROUNDABOUT</i>	<i>WELLINGTON ROAD</i>	
<i>WELLINGTON ROAD</i>	<i>CRAIGSHAW DRIVE</i>	RIGHT
<i>CRAIGSHAW DRIVE</i>	<i>DEPOT</i>	RIGHT

# Silver route 10



**Title**  
 Winter Gritting Routes 2024 - 25  
 Silver Route 10

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:55,000

**Legend**  
 City Boundary  
 SERVICE  
 SHIRE  
 TRANSIT

**Data Sources / Acknowledgments**  
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 Aberdeen City Council AC0000813122 (2024)

**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

**ABERDEEN CITY COUNCIL**

**Audit Information**  
 Authored By :SM  
 Checked By :  
 Approved By :SM  
 Date :31/07/2024

<b>SILVER 10</b>		
<b>FROM</b>	<b>TO</b>	<b>DIRECTION</b>
<i>THE BUSH</i>	<i>MALCOLM ROAD</i>	RIGHT
<i>MALCOLM ROAD</i>	<i>JOHNSTON GARDENS</i>	RIGHT
<b>JOHNSTON GARDENS</b>	<b>JOHNSTON GARDENS</b>	TURN AT BUS TERMINUS
<i>JOHNSTON GARDENS</i>	<i>MALCOLM ROAD</i>	RIGHT
<i>MALCOLM ROAD</i>	<i>NORTH DEESIDE ROAD</i>	LEFT
<i>NORTH DEESIDE ROAD</i>	<i>SCHOOL ROAD</i>	LEFT
<b>SCHOOL ROAD</b>	<b>CORONATION ROAD</b>	RIGHT
<b>CORONATION ROAD</b>	<b>NORTH DEESIDE ROAD</b>	LEFT
<i>NORTH DEESIDE ROAD</i>	<i>MILLTIMBER BRAE</i>	RIGHT
<b>MILLTIMBER BRAE</b>	<b>MILLTIMBER BRAE</b>	TURN
<b>MILLTIMBER BRAE</b>	<b>NORTH DEESIDE ROAD</b>	RIGHT
<i>NORTH DEESIDE ROAD</i>	<i>KIRK BRAE</i>	LEFT
<b>KIRK BRAE</b>	<b>CRAIGBANK DRIVE</b>	RIGHT
<b>CRAIGBANK DRIVE</b>	<b>FRIARSFIELD ROAD</b>	RIGHT
<b>FRIARSFIELD ROAD</b>	<b>KIRK BRAE</b>	RIGHT
<b>KIRK BRAE</b>	<b>KIRK BRAE</b>	CONTINUE ON
<b>KIRK BRAE</b>	<b>BLACKTOP ROAD</b>	STRAIGHT ON
<i>BLACKTOP ROAD</i>	<i>BAILLIESWELLS ROAD</i>	LEFT
<b>BAILLIESWELLS ROAD</b>	<b>NORTH DEESIDE ROAD</b>	LEFT
<i>NORTH DEESIDE ROAD</i>	<i>QUARRY ROAD</i>	LEFT
<b>QUARRY ROAD</b>	<b>HILLVIEW CRESCENT</b>	RIGHT
<b>HILLVIEW CRESCENT</b>	<b>CULTS AVENUE</b>	RIGHT
<b>CULTS AVENUE</b>	<b>NORTH DEESIDE ROAD</b>	LEFT
<i>NORTH DEESIDE ROAD</i>	<i>NORTH DEESIDE ROAD</i>	CONTINUE ON
<i>NORTH DEESIDE ROAD</i>	<i>ABBOTSHALL ROAD</i>	LEFT
<b>ABBOTSHALL ROAD</b>	<b>CRAIGTON ROAD</b>	RIGHT
<b>CRAIGTON ROAD</b>	<b>AIRYHALL AVENUE</b>	LEFT
<i>AIRYHALL AVENUE</i>	<i>COUNTESSWELLS ROAD</i>	LEFT
<b>COUNTESSWELLS ROAD</b>	<b>CULTS - KINGSHILL ROAD</b>	RIGHT
<i>CULTS - KINGSHILL ROAD</i>	<i>CULTS - KINGSHILL ROAD</i>	RIGHT
<b>CULTS - KINGSHILL ROAD</b>	<b>KINGSWELLS ROUNDABOUT</b>	RIGHT - 3RD EXIT
<i>KINGSWELLS ROUNDABOUT</i>	<i>SKENE ROAD</i>	
<i>SKENE ROAD</i>	<i>MIDDENCRAIG ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>MIDDENCRAIG ROUNDABOUT</i>	<i>LANG STRACHT</i>	
<i>LANG STRACHT</i>	<i>LANG STRACHT (BUS GATE)</i>	LEFT
<b>LANG STRACHT (BUS GATE)</b>	<b>FAIRLEY ROAD</b>	RIGHT
<b>FAIRLEY ROAD</b>	<b>KINGSWOOD DRIVE</b>	RIGHT
<b>KINGSWOOD DRIVE</b>	<b>KINGSWELLS CRESCENT</b>	RIGHT
<b>KINGSWELLS CRESCENT</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	LEFT
<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	<i>KINGSWOOD DRIVE</i>	LEFT
<b>KINGSWOOD DRIVE</b>	<b>KINGSWELLS CRESCENT</b>	LEFT
<i>KINGSWELLS CRESCENT</i>	<i>KINGSWELLS AVENUE</i>	RIGHT

<b>KINGSWELLS AVENUE</b>	<b>KINGSWOOD DRIVE</b>	LEFT
<i>KINGSWOOD DRIVE</i>	<i>KINGSWOOD DRIVE</i>	FOLLOW ON TO
<b>KINGSWOOD DRIVE</b>	<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	LEFT
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>FAIRLEY ROAD</b>	LEFT
<b>FAIRLEY ROAD</b>	<b>FAIRLEY ROAD</b>	LEFT
<b>FAIRLEY ROAD</b>	<b>FAIRLEY ROAD</b>	FOLLOW ON TO
<i>FAIRLEY ROAD</i>	<i>KINGSWOOD DRIVE</i>	LEFT
<i>KINGSWOOD DRIVE</i>	<i>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</i>	LEFT
<b>CHAPEL OF STONEYWOOD - FAIRLEY ROAD</b>	<b>KINGSWELLS ROUNDABOUT</b>	STRAIGHT ON - 2ND EXIT
<i>KINGSWELLS ROUNDABOUT</i>	<i>CULTS - KINGSHILL ROAD</i>	
<i>CULTS - KINGSHILL ROAD</i>	<i>BLACKTOP ROAD</i>	RIGHT
<b>BLACKTOP ROAD</b>	<b>BLACKTOP ROAD</b>	TURN AROUND
<b>BLACKTOP ROAD</b>	<b>BISHOPDAMS ROAD</b>	LEFT
<b>BISHOPDAMS ROAD</b>	<b>B9119 TO CITY LIMIT</b>	LEFT
<b>B9119 TO CITY LIMIT</b>	<b>B9119</b>	STRAIGHT ON
<i>B9119</i>	<i>PROSPECT ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>PROSPECT ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>TAQA ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>TAQA ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>TOTAL ROUNDABOUT</i>	STRAIGHT ON - 2ND EXIT
<i>TOTAL ROUNDABOUT</i>	<i>B9119</i>	
<i>B9119</i>	<i>CARNIE ROUNDABOUT</i>	LEFT - 1ST EXIT
<i>CARNIE ROUNDABOUT</i>	<i>MALCOLM ROAD TO CITY LIMIT</i>	
<i>MALCOLM ROAD TO CITY LIMIT</i>	<i>MALCOLM ROAD</i>	FOLLOW ON
<i>MALCOLM ROAD</i>	<i>CONTLAW ROAD</i>	LEFT
<b>CONTLAW ROAD</b>	<b>CULTER HOUSE ROAD</b>	FOLLOW ON TO
<b>CULTER HOUSE ROAD</b>	<b>AWPR ACCESS ROAD</b>	RIGHT
<i>AWPR ACCESS ROAD</i>	<i>NORTH DEESIDE ROAD</i>	RIGHT
<i>NORTH DEESIDE ROAD</i>	<i>MALCOLM ROAD</i>	RIGHT
<i>MALCOLM ROAD</i>	<i>THE BUSH</i>	RIGHT - END ROUTE

(c) **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<br>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<br>SOUTH Provost Fraser Drive<br>EAST North Anderson Drive<br>WEST Howes Road                           |
| 6. | WOODSIDE            | NORTH River Don<br>SOUTH Rosehill Drive / Back Hilton Road<br>EAST Great Northern Road / Powis Terrace<br>WEST North Anderson Drive      |
| 7. | SEATON / TILLYDRONE | NORTH River Don<br>SOUTH St Machar Drive - School Road<br>EAST Beach Esplanade<br>WEST Donbank Terrace, Don Street / Great Northern Road |
| 8. | MASTRICK            | NORTH Provost Fraser Drive<br>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	
		SOUTH	Skene Road/Queen's Road
		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 tractor	Bucksburn
2.	Dyce	Shared area 1	
3.	Bridge of Don	3 tractors	Bucksburn
4.	Kingswells	1 tractor	Bucksburn
5.	Northfield	2 tractors	Mastrick
6.	Woodside	Shared area 13	
7.	Seaton / Tillydrone	1 tractor	Bucksburn
8.	Mastrick	2 tractors	Mastrick
9.	Cornhill / Cairncry	1 tractor	Tullos
10.	Old Aberdeen	Shared Area 7	
11	St Clements	Shared Area 14	
12	Woodend / Summerhill	1 tractor	Tullos
13	Midstocket / Kings Gate	1 tractor	Tullos
14	Central Area	2 tractors	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 tractor	Tullos
20	Kincorth	1 tractor	Tullos
21	Cove	1 tractor	Tullos
22	Cults / Bielside	1 tractor	Tullos
23	Milltimber	1 tractor	Tullos
24	Culter	1 tractor	Tullos

Priorities in Treatment

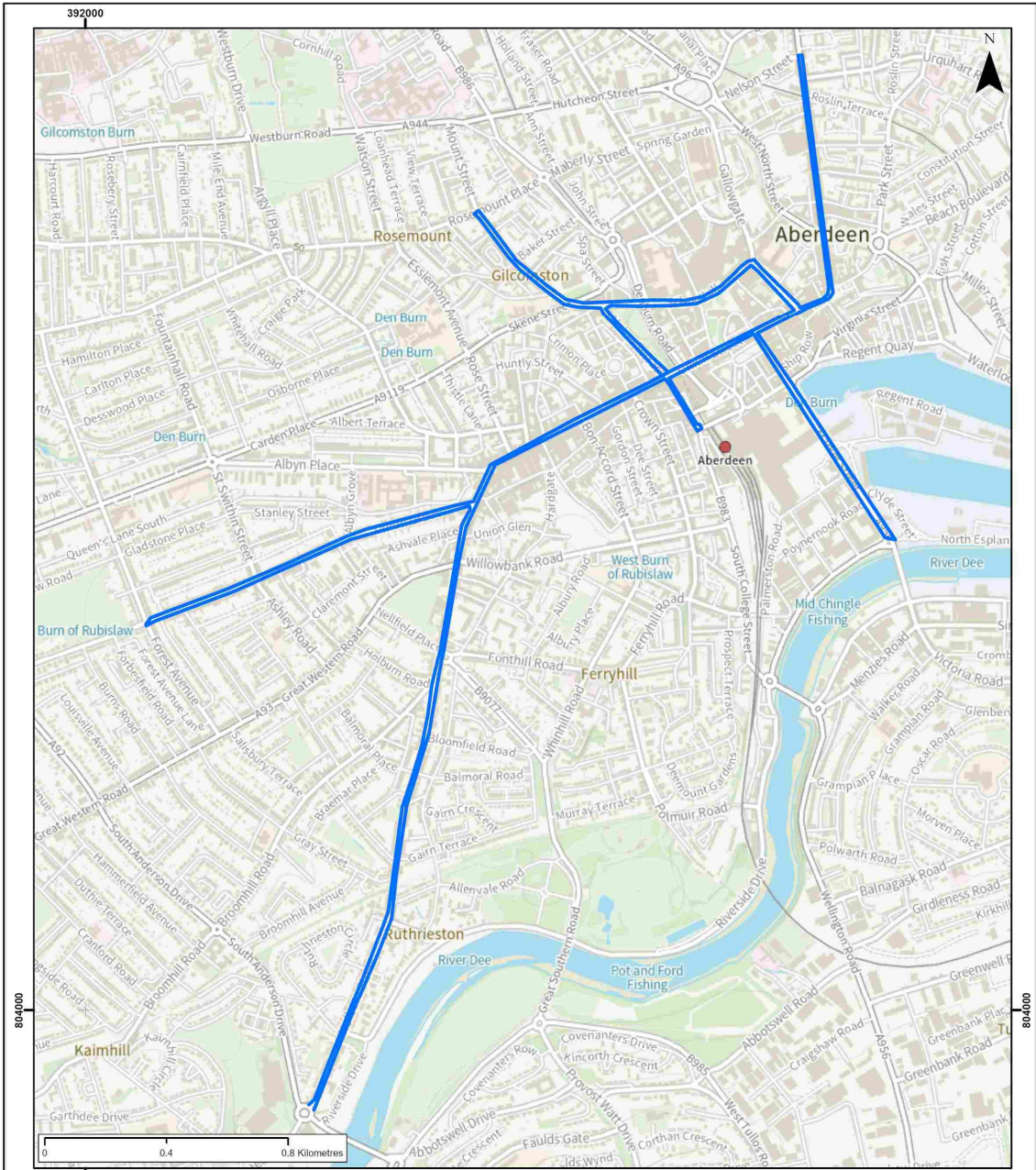
When working in above locations, priority to be given to those areas, as part of an area response steep gradients, and to City Centre Routes 1 and 2, in particular.

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




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 1 Footway Routes  
 Area Name: City Centre Route 1

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:17,000

**Legend**  
 City Boundary  
 Footway Routes

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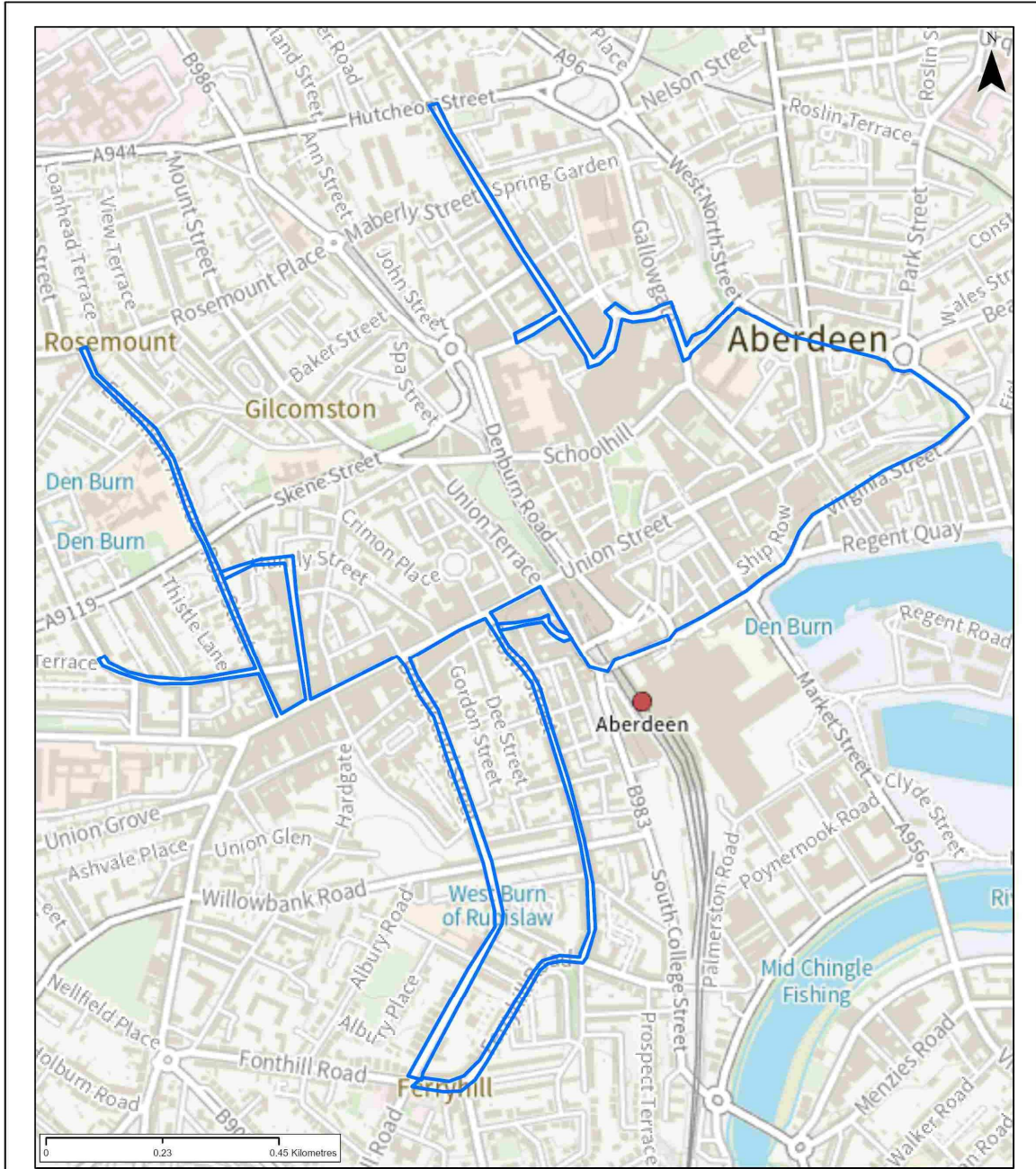


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## **CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 2**

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



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 1 Footway Routes  
 Area Name: City Centre Route 2

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
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**Legend**  
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 Footway Routes

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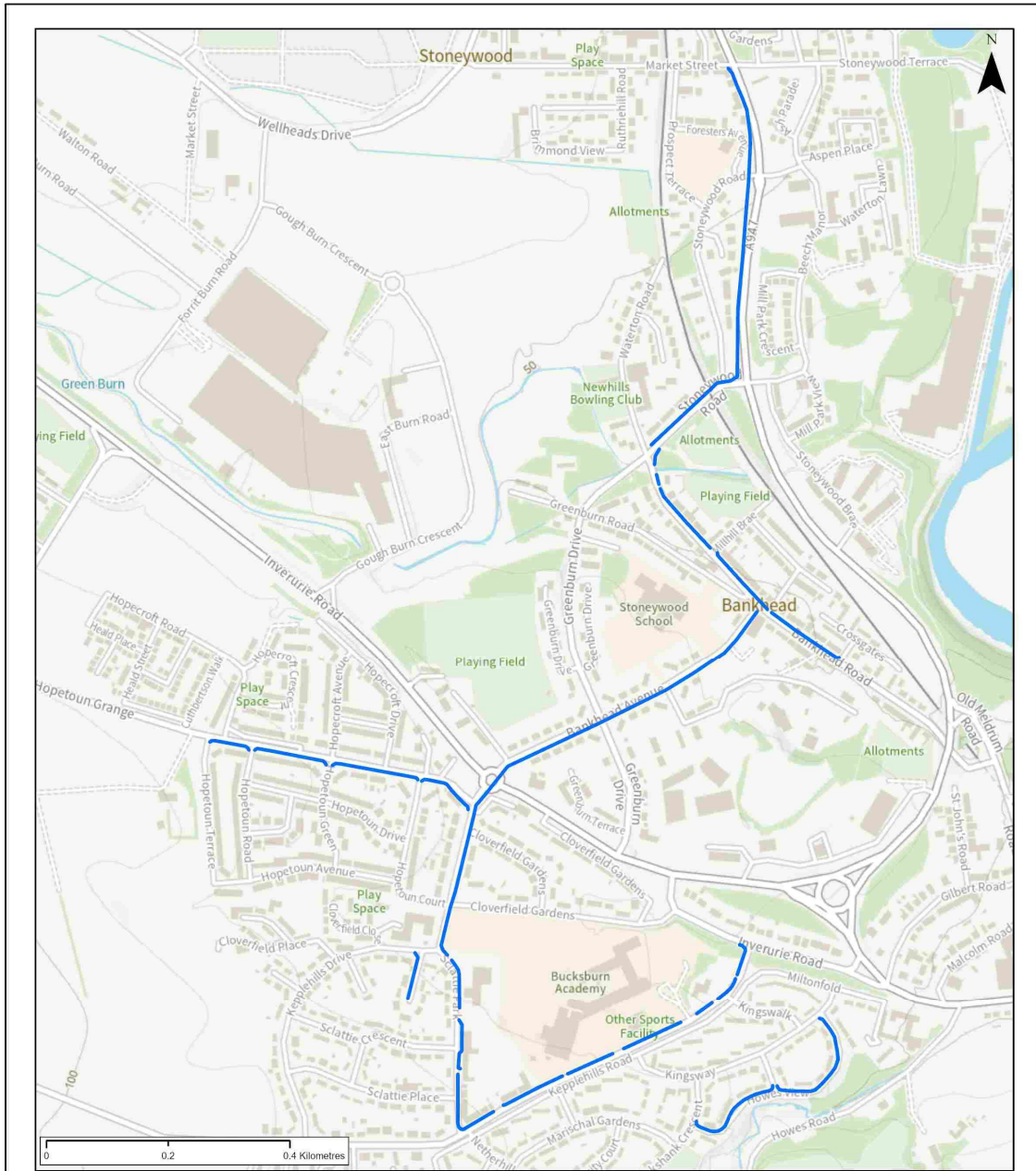
AREA	PRIORITY FOOTWAY ROUTES
1. Bucksburn	Sc lattie Circle Sc lattie Park Kepplehills Road Howes View Hopetoun Grange Bankhead Road New Stoneywood Road Bankhead Avenue Stoneywood Road
2. Dyce	Victoria Street Dyce Shopping Centre Access Gordon Terrace Gladstone Place Liddell Place Stoneywood Road Riverview Drive Station Road
3. Bridge of Don	Cairnfold Road Scotstown Gardens Harehill Road Bodachra Road Braehead Way Newburgh Road Fairview Grange Fairview Street Greenbrae Drive Laurel Drive Jesmond Drive Greenbrae Crescent
4. Kingswells	Kingswood Drive Village Centre Kingswells Avenue Kingswood Avenue Kingswells Crescent
5. Northfield	Lintmill Terrace Byron Avenue Byron Square Quarry Road Cummings Park Crescent Moir Green Byron Crescent Howes Road Cruden Crescent
6. Woodside	Clifton Road Great Northern Road

7. Seaton / Tillydrone	Wingate Road Coningham Gardens Tillydrone Road St Machar Drive King Street Seaton Road Don Street Seaton Place East School Road Tillydrone Avenue Gordon Mill's Road
8. Mastrick	Mastrick Road Mastrick Drive Birkhall Parade Invercauld Road Springhill Road Sheddocksley Road Greenfern Road Kingsford Road Maidencraig Place
9. Cornhill / Cairncry	Cornhill Road Berryden Road Rosehill Drive Foresterhill Road Cairncry Road Westburn Road Raeden Park Road Westburn Drive Ashgrove Road West
10. Old Aberdeen	Sunnybank Road Spital King Street Bedford Road College Bounds
12. Woodend / Summerhill	Eday Drive Eday Road Summerhill Road Summerhill Terrace Westholme Avenue Queen's Road Lang Stracht Stronsay Place King's Gate Campsie Place

13. Mid Stocket / King's Gate	Craigie Loanings Whitehall Place Skene Street Fountainhall Road Rosemount Place Midstocket Road Albert Street Beechgrove Terrace
15. Hazlehead / Braeside	Springfield Road Seafield Road Great Western Road Craigton Road
16. Holburn / Broomhill	Albyn Place Queen's Road St Swithin Street Great Western Road
17. Ferryhill	Great Southern Road Whinhill Road Caledonian Place King George VI Bridge
18. Torry	Abbey Place Rockall Road Ladywell Place Battock Place Brimmond Place Oscar Place Grampian Place Glenbervie Road Mansefield Road Victoria Road Menzies Road Craig Place
19. Mannofield / Garthdee	Morrison Drive Deeside Crescent Deeside Gardens Deeside Drive Garthdee Road Garthdee Drive Pitmedden Road
20. Kincorth	Gardner Drive Provost Watt Drive Faulds Gate Arbroath Way Cairngorm Drive



15. Cove	Loirston Avenue Charleston Road / Charleston Road North Langdykes Road Loirston Road Cove Road Earn's Heugh Road
16. Cults / Bielside	North Deeside Road Baillieswells Road Cairn Road Quarry Road Cults Avenue Kirk Brae Abbotshall Road Hillview Crescent
17. Milltimber	Contlaw Brae Monearn Gardens Binghill Road
18. Culter	North Deeside Road Towerview Road School Road Coronation Road Malcolm Road






**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Bucksburn

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
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**Legend**  
 City Boundary  
 Footway Routes

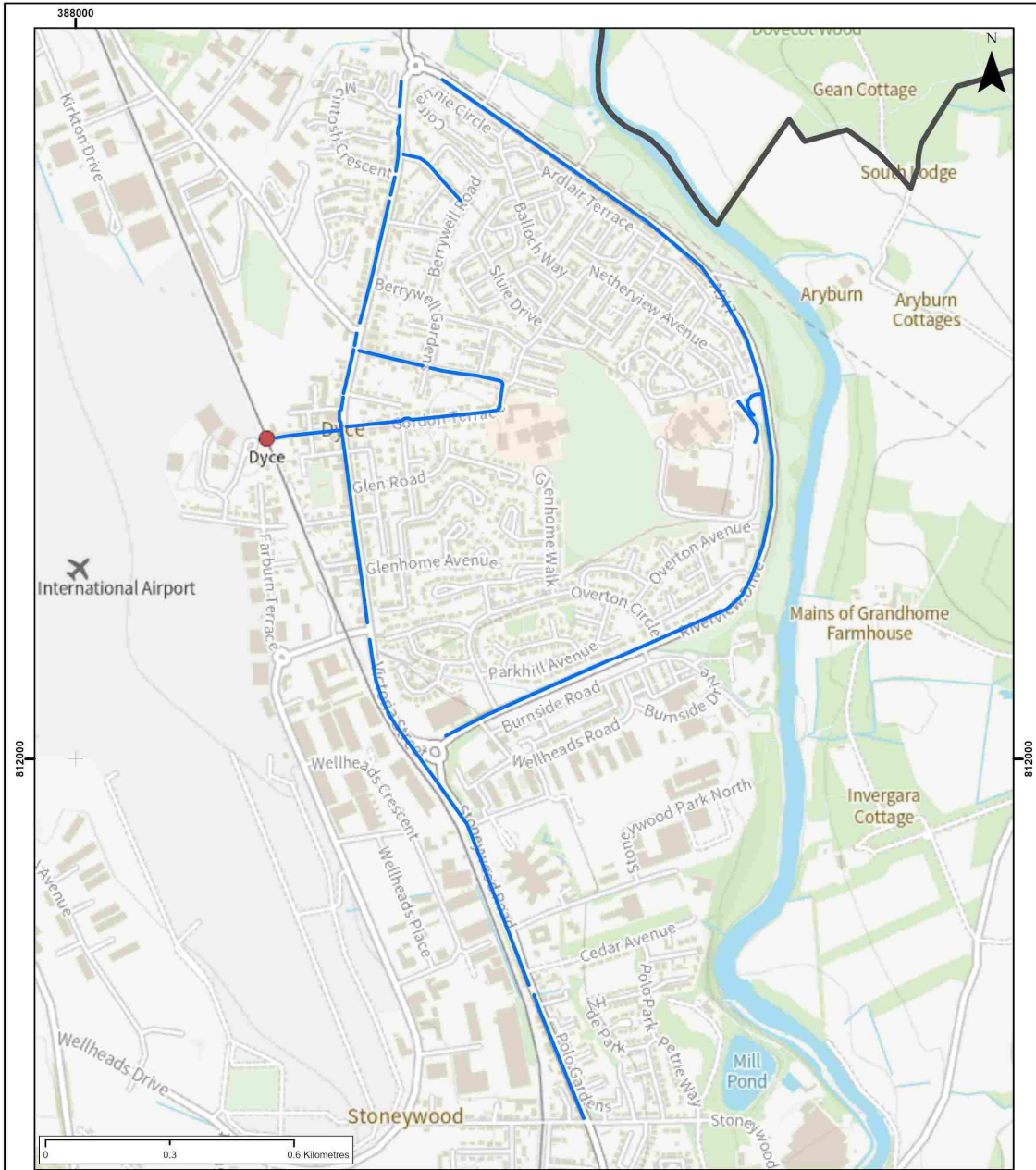
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Dyce

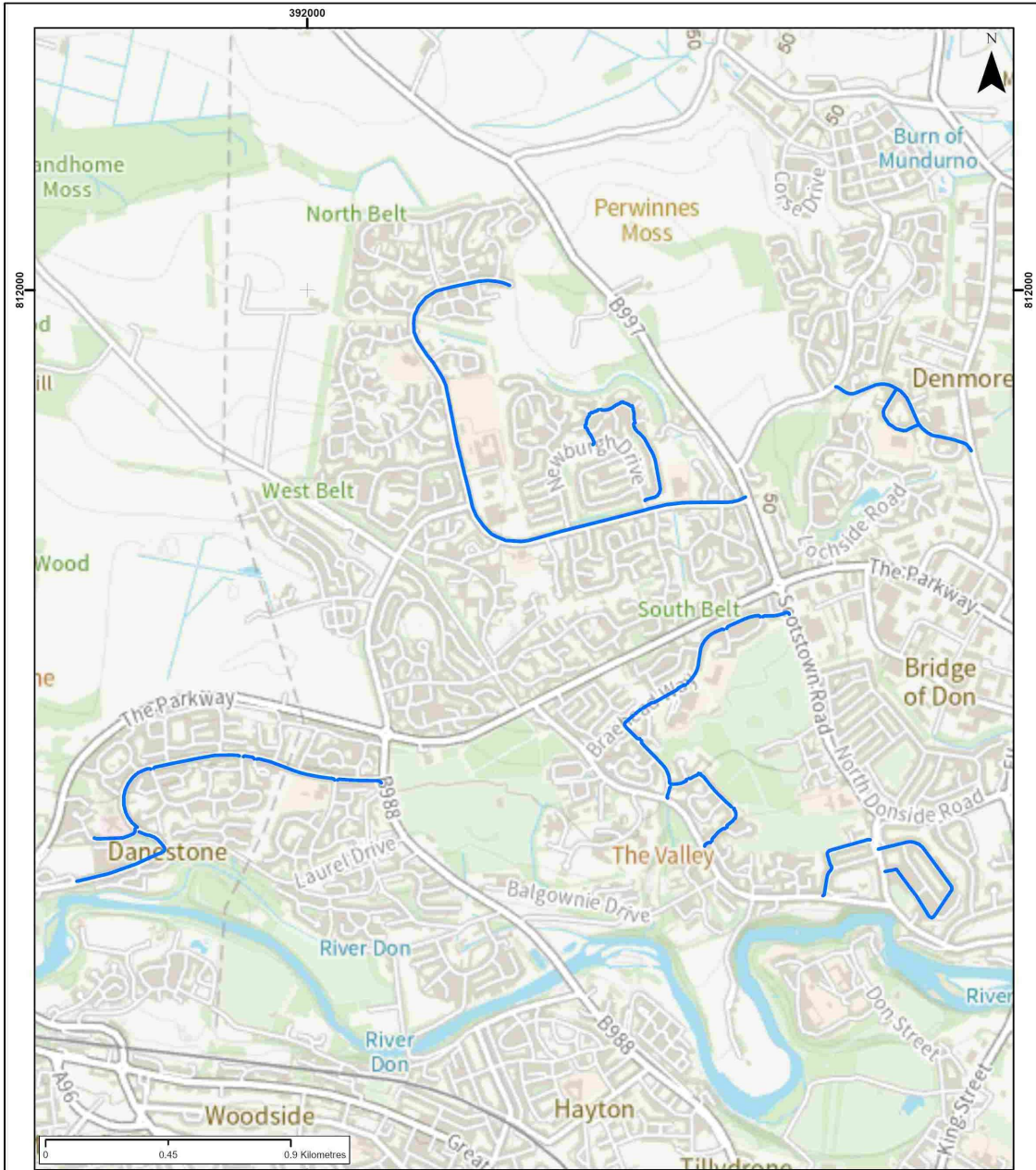
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**Title**  
 Winter Gritting Routes 2024 - 25  
 Priority 2 Footway Routes  
 Area Name: Bridge of Don

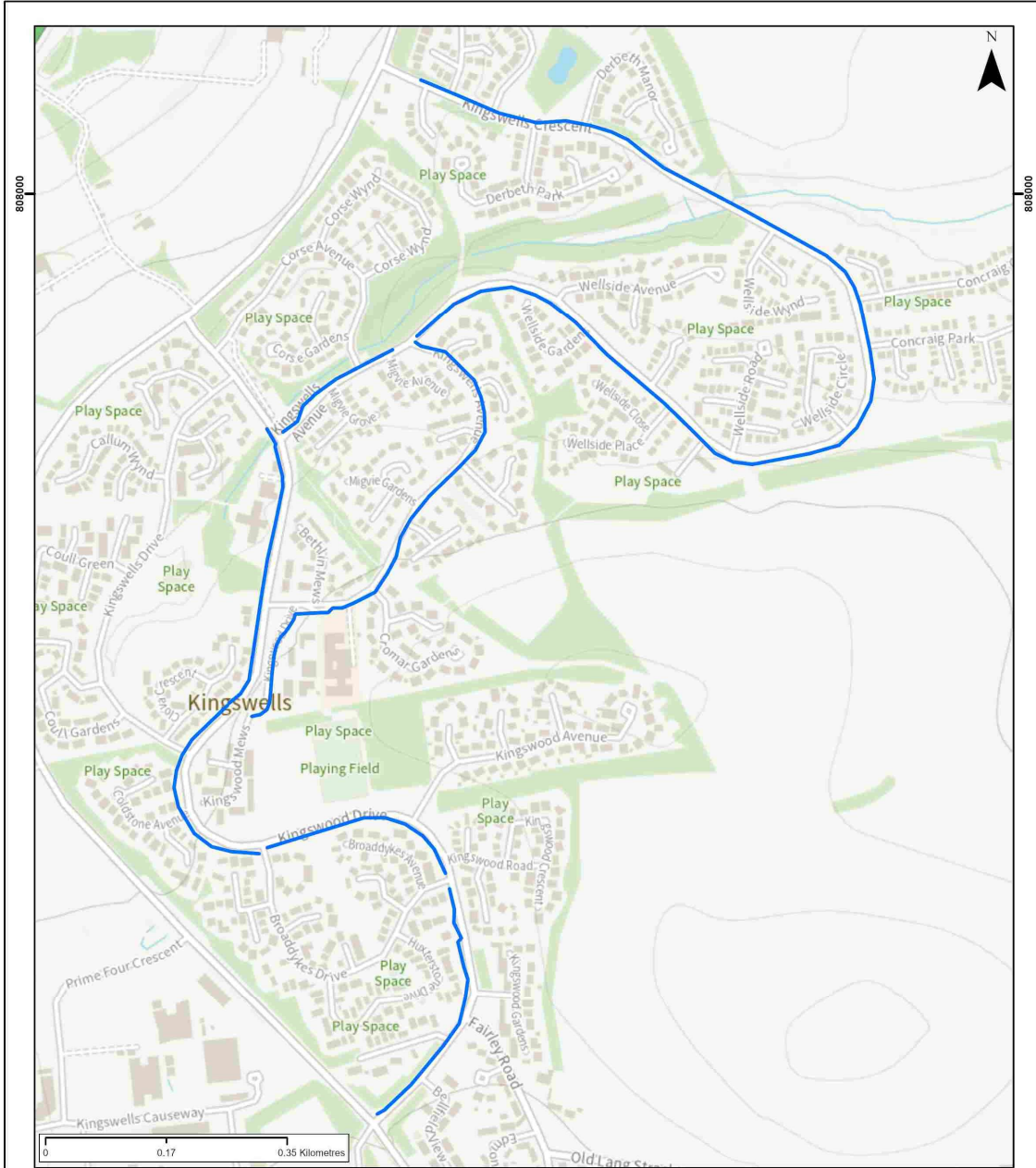
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Kingswells

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:7,500

**Legend**  
 City Boundary  
 Footway Routes

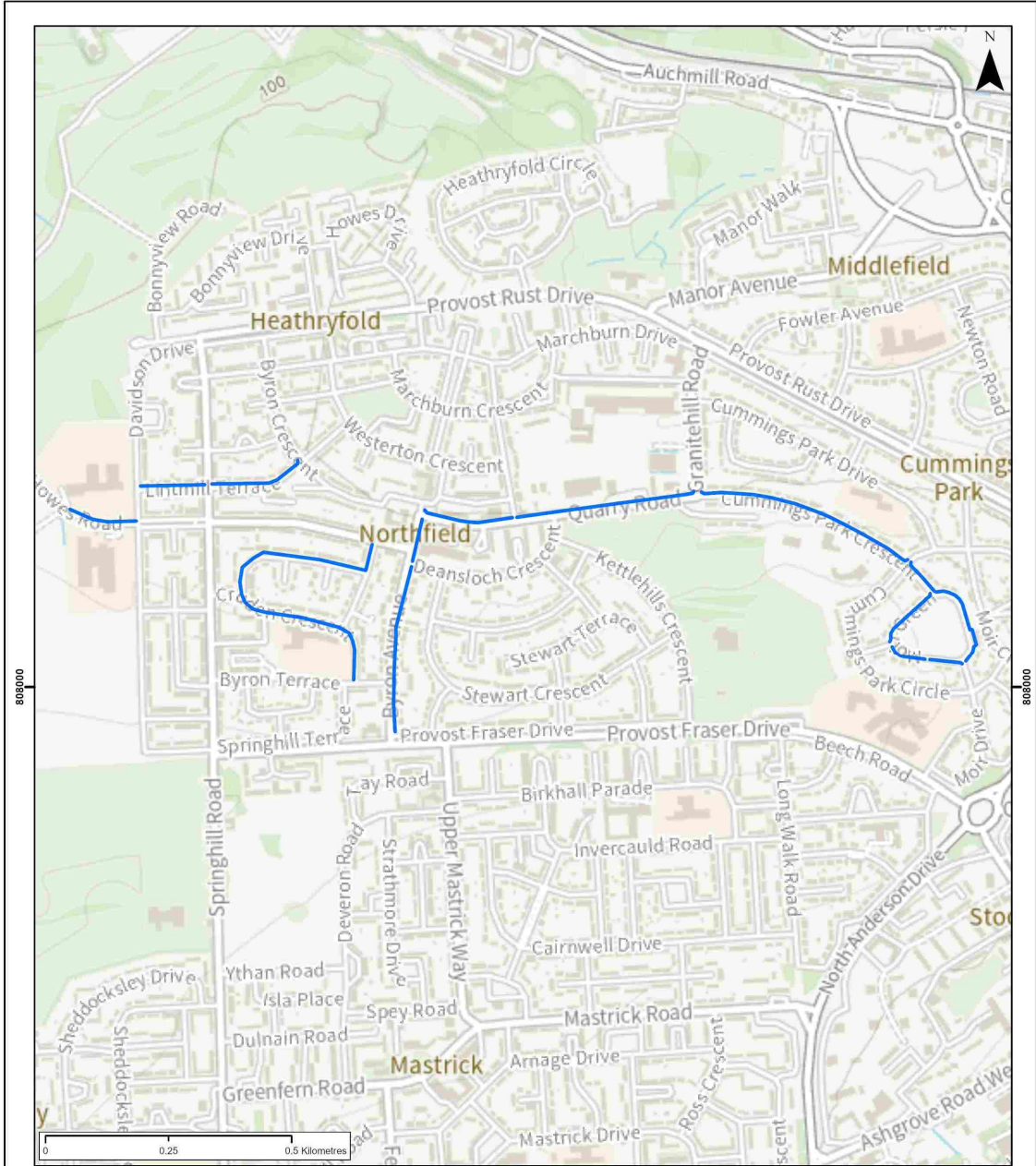
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Northfield

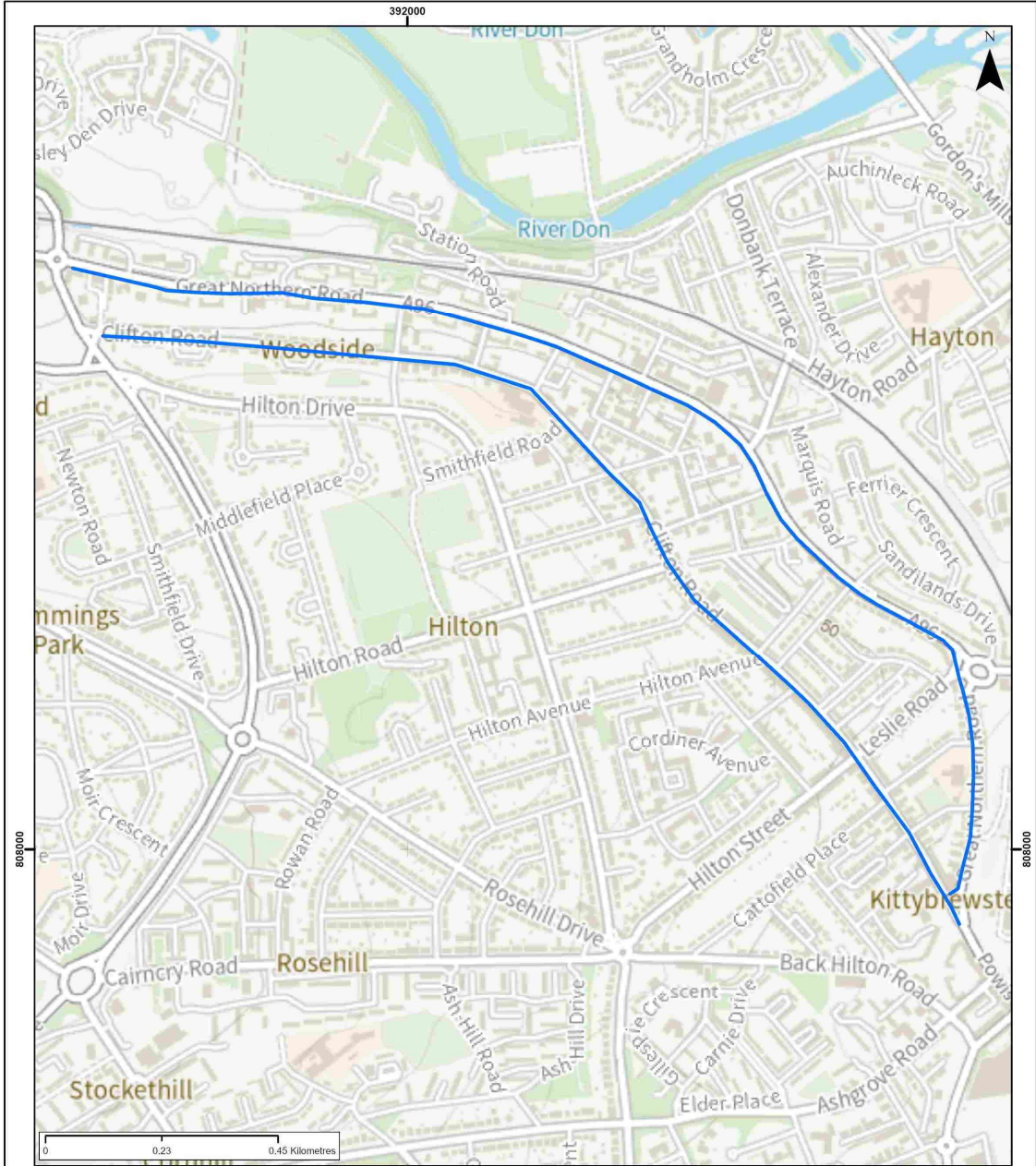
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**Legend**  
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Woodside

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
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**Legend**  
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 Footway Routes

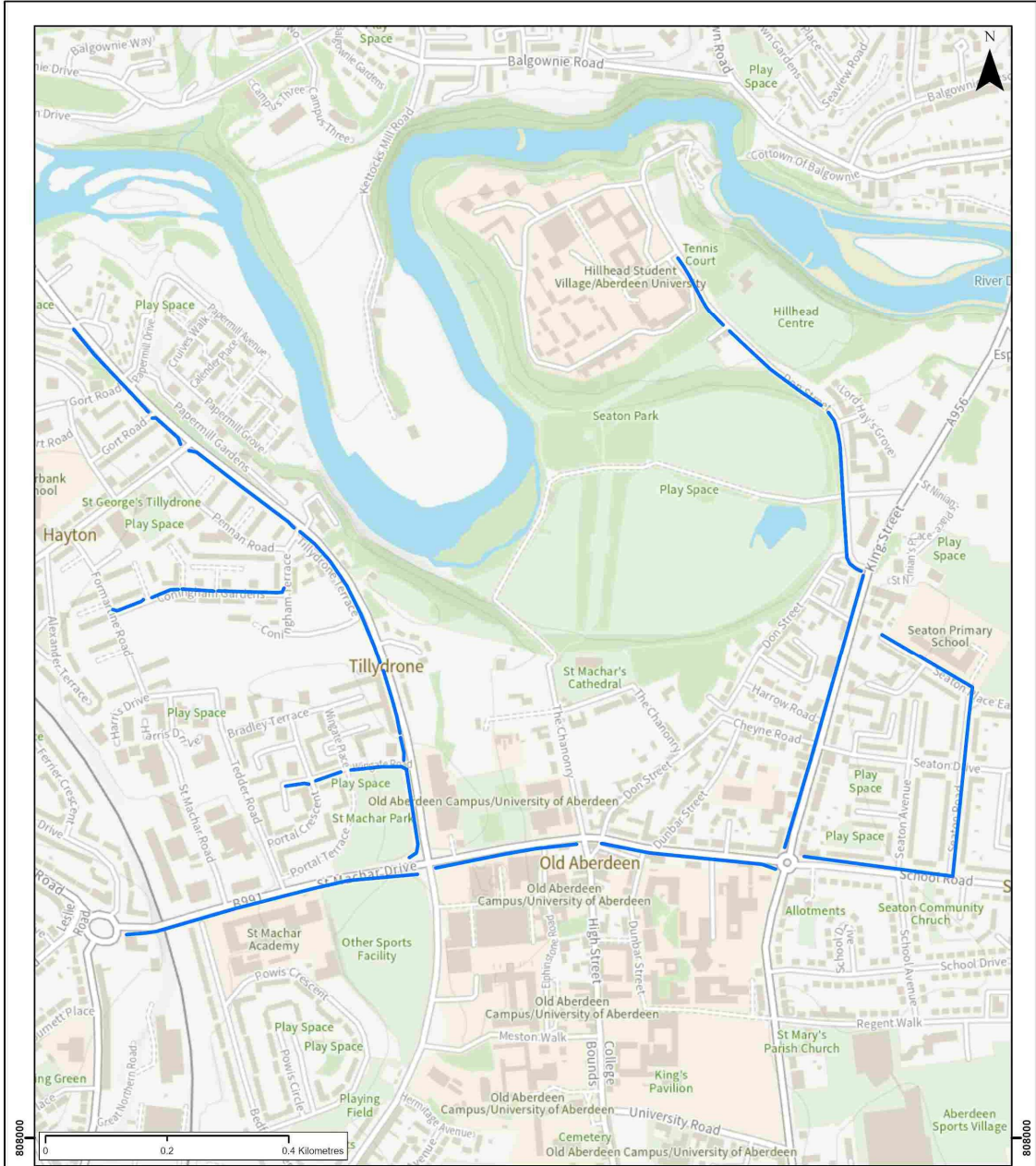
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Seaton / Tillydrone

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:8,500

**Legend**  
 City Boundary  
 Footway Routes

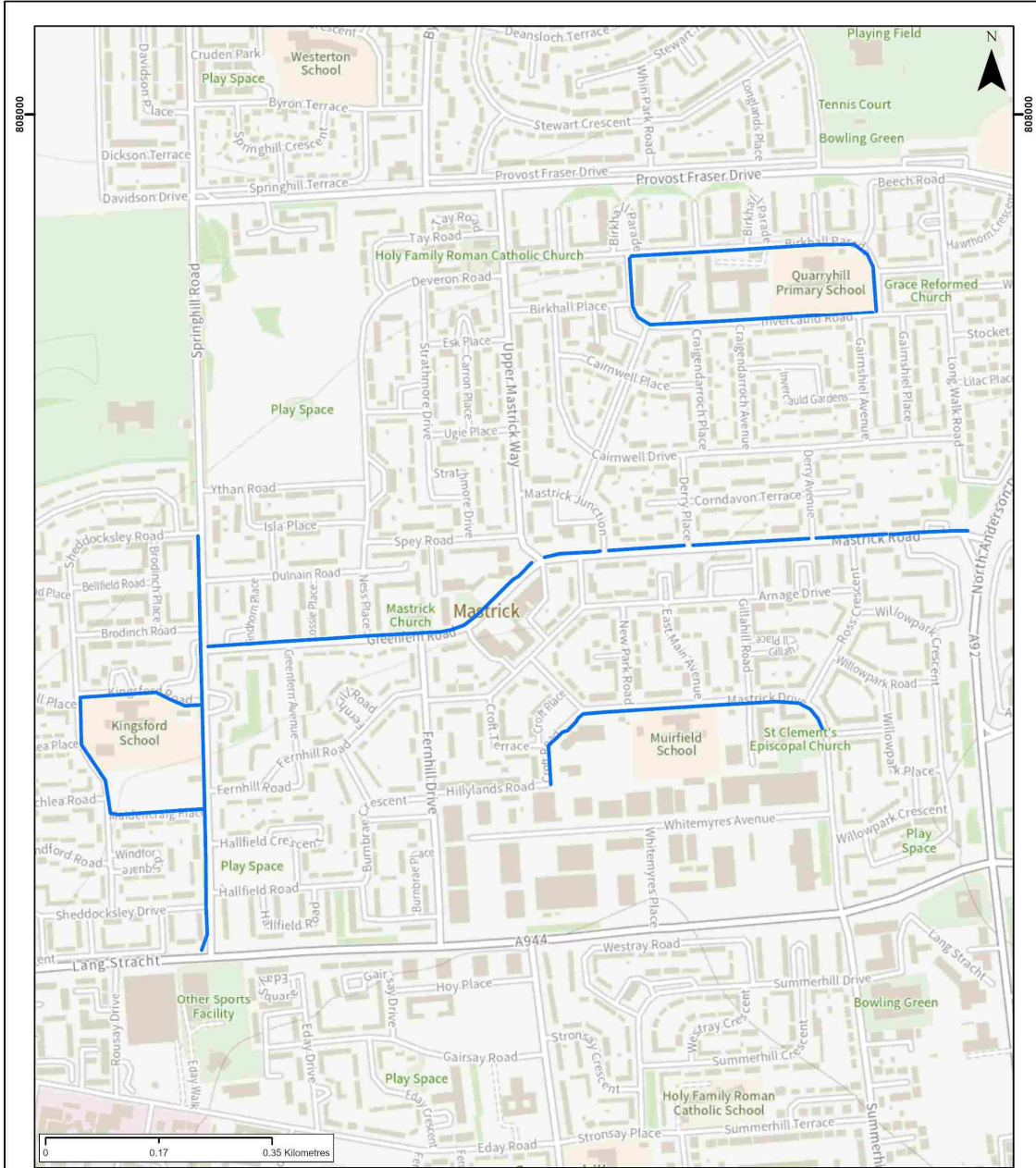
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**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Mastrick

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:8,000

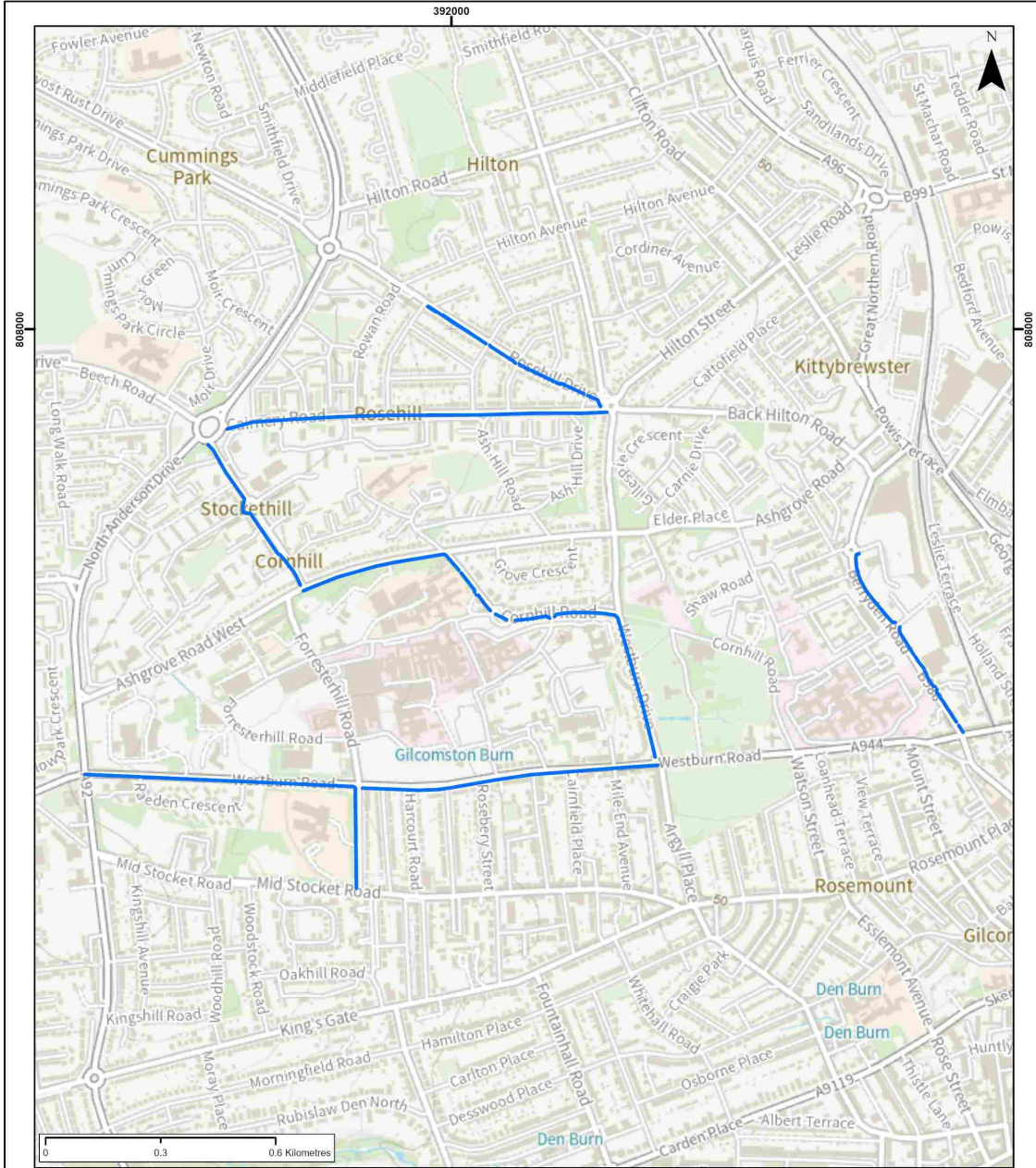
**Legend**  
 City Boundary  
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 Approved By :SM  
 Date :31/07/2024






**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Cornhill / Cairnry

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:13,500

**Legend**  
 City Boundary  
 Footway Routes

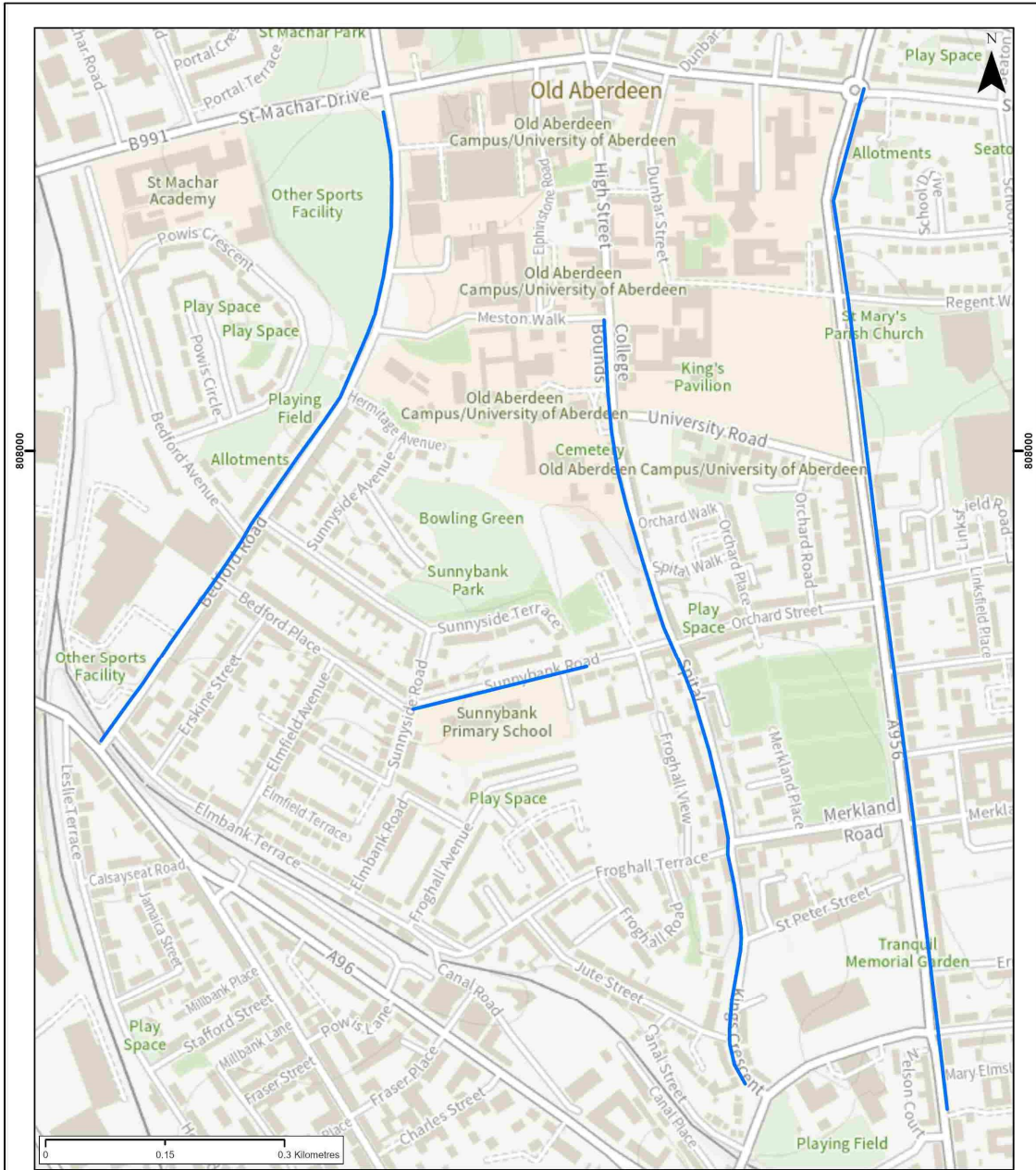
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 Project Name : Winter Gritting Routes 2024-25





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 CITY COUNCIL

**Audit Information**  
 Authored By :SM  
 Checked By :  
 Approved By :SM  
 Date :31/07/2024



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Old Aberdeen

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:6,500

**Legend**  
 City Boundary  
 Footway Routes

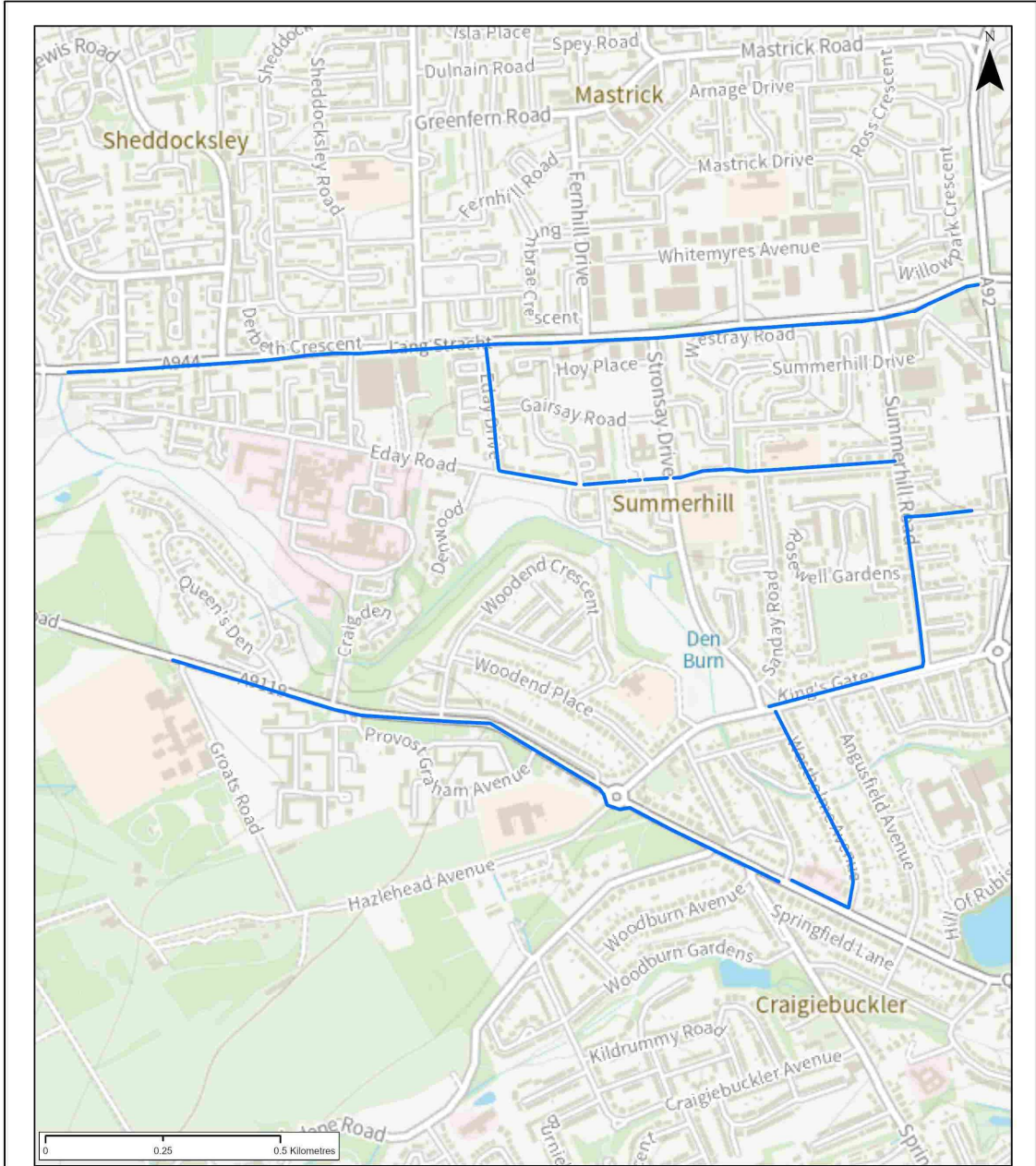
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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Woodend / Summerhill

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:11,000

**Legend**  
 City Boundary  
 Footway Routes

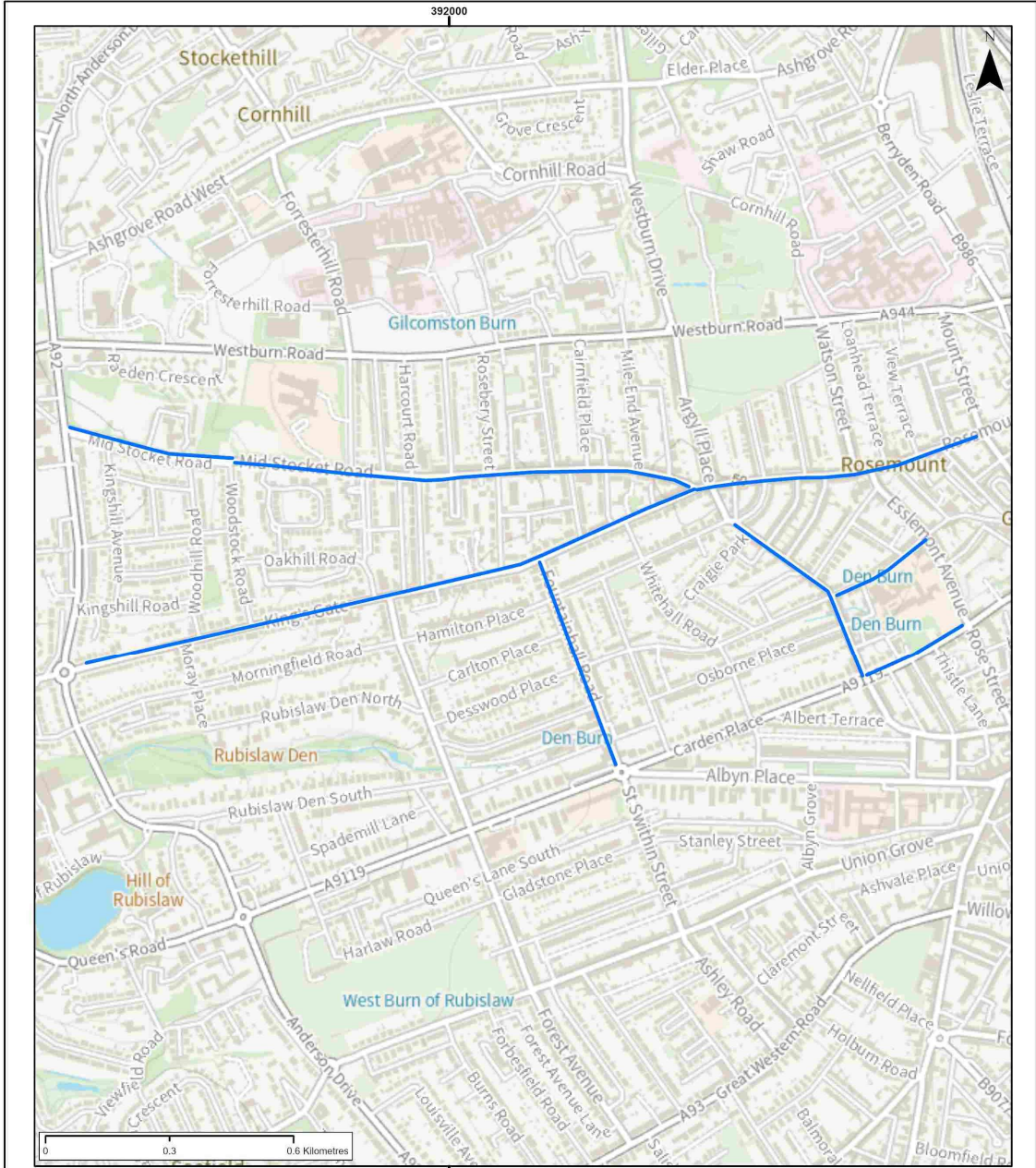
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
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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Mid Stocket / King's Gate

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:12,500

**Legend**  
 City Boundary  
 Footway Routes

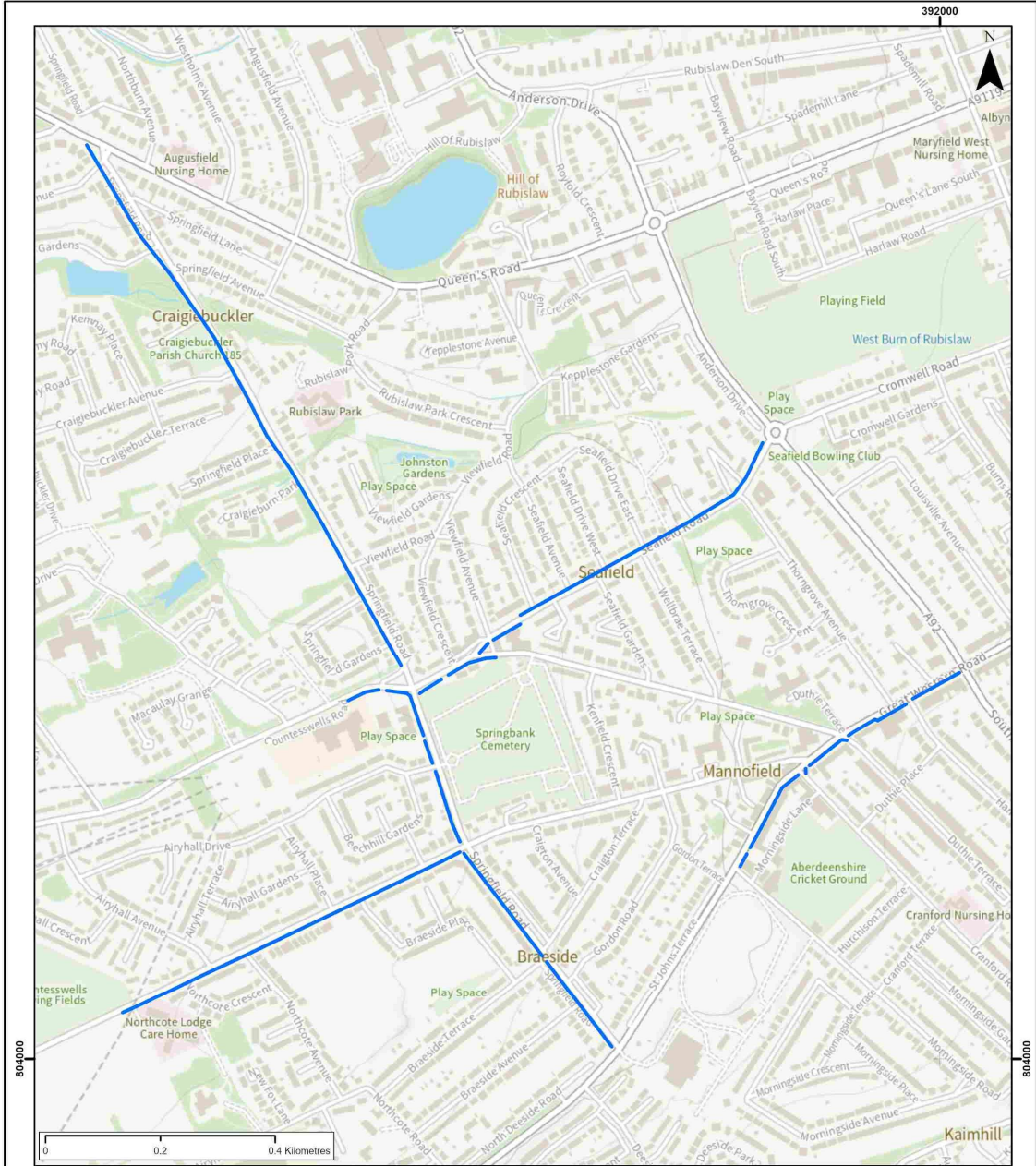
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 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Hazlehead / Braeside

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:9,000

**Legend**  
 City Boundary  
 Footway Routes

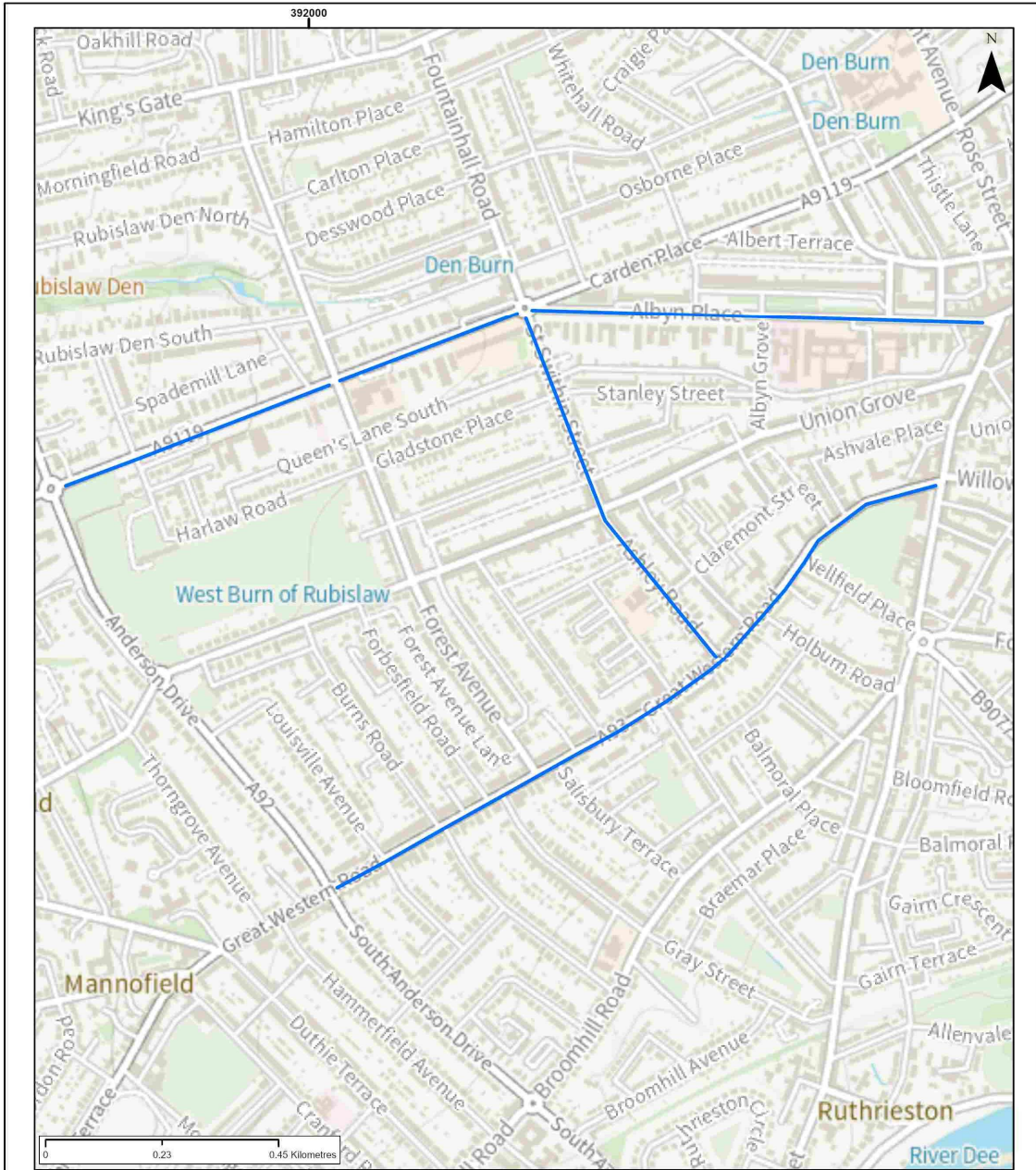
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**Project / Report Information**  
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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Holburn / Broomhill

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:10,000

**Legend**  
 City Boundary  
 Footway Routes

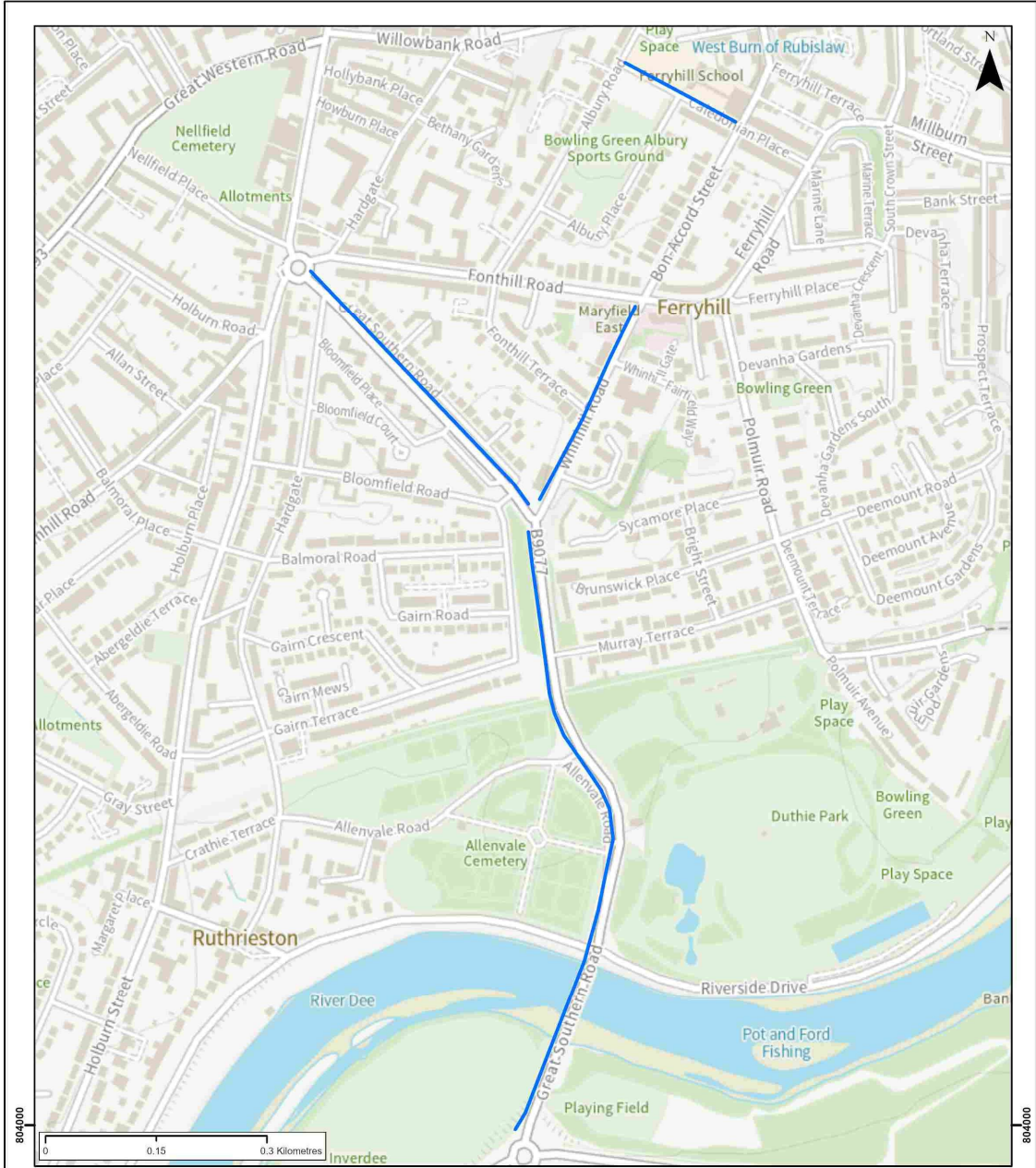
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**Project / Report Information**  
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 Date :31/07/2024



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Ferryhill

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:7,000

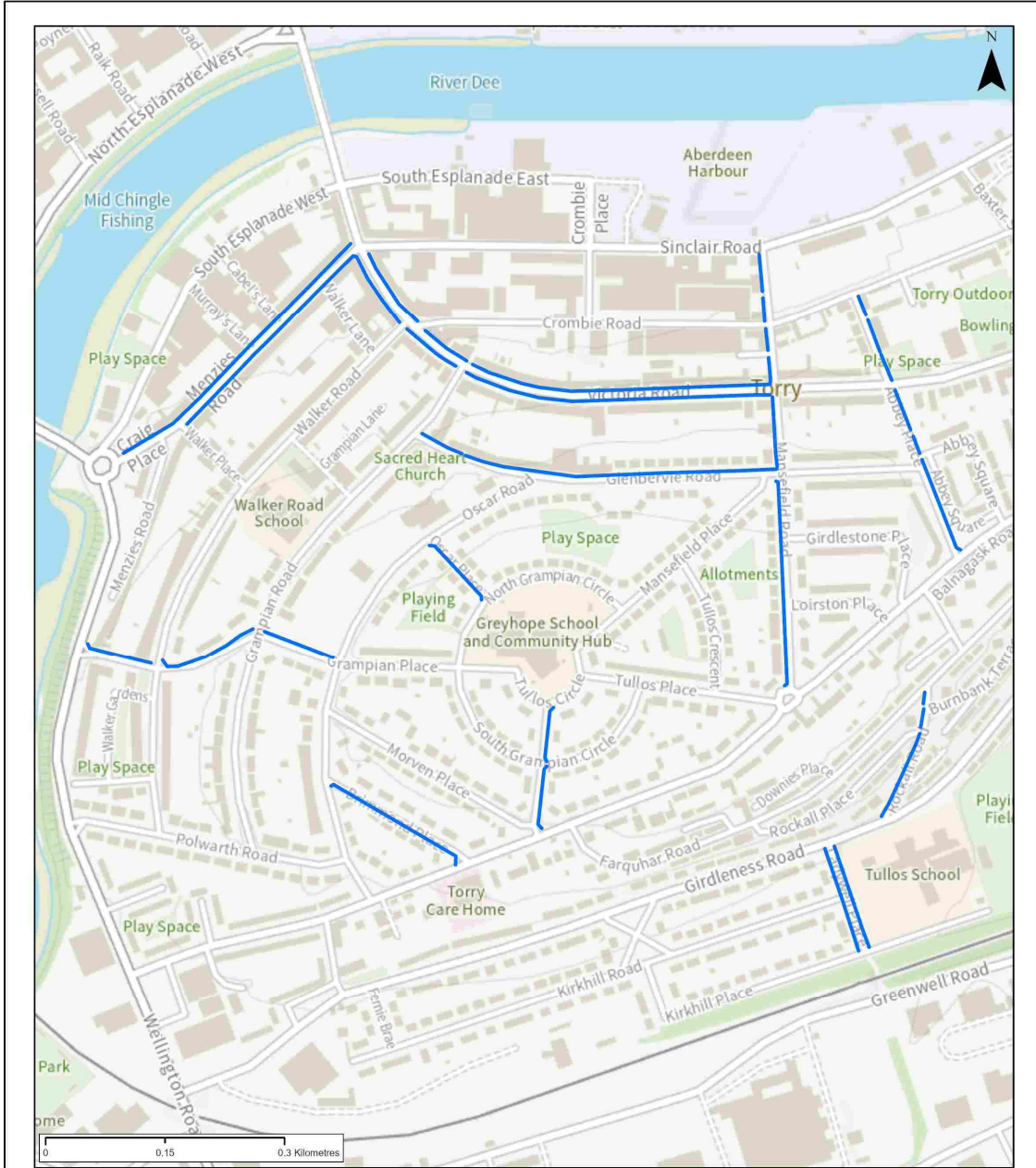
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25



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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Torry

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:6,500

**Legend**  
 City Boundary  
 Footway Routes

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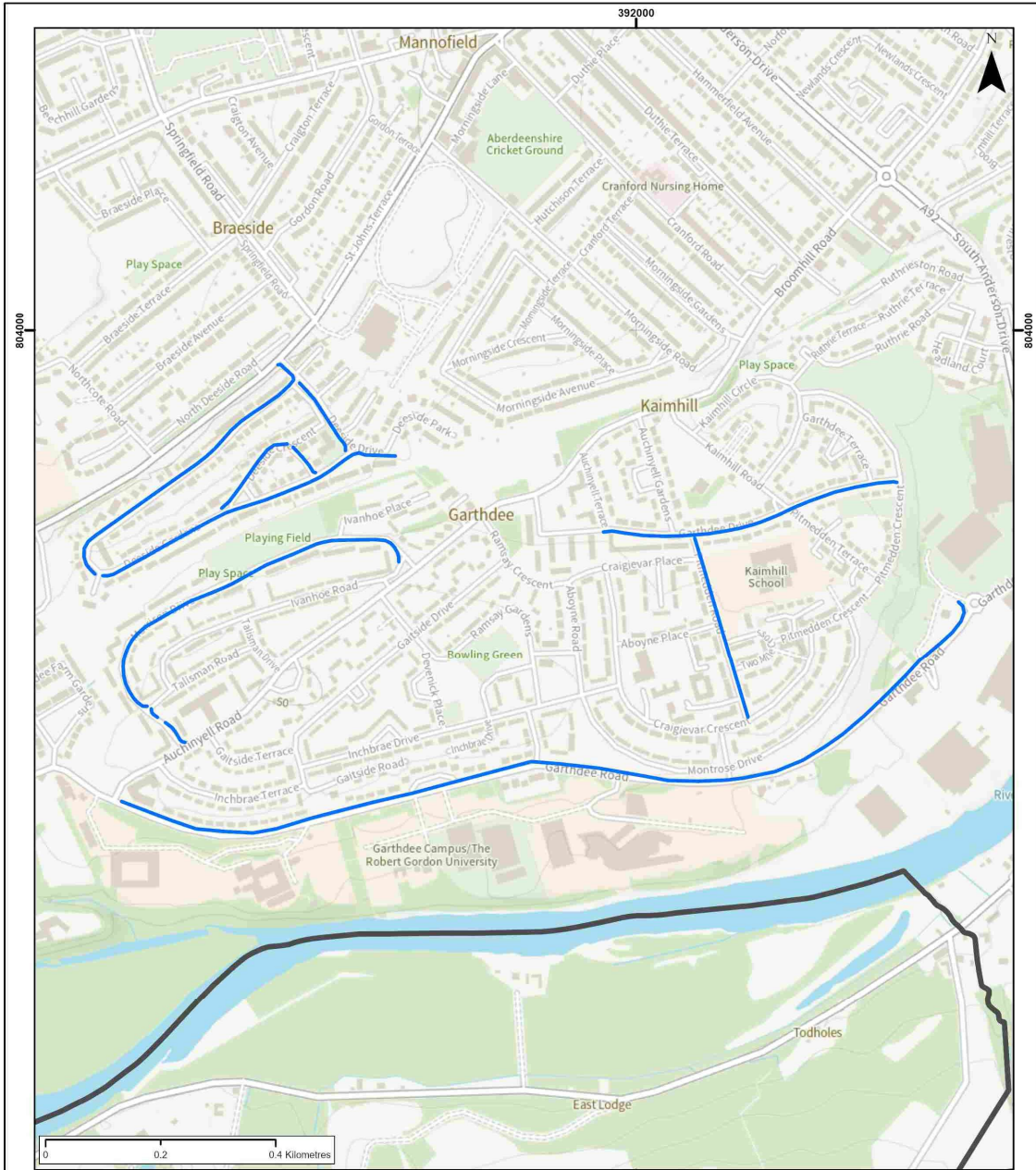
**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25



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**Audit Information**  
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 Date :31/07/2024





**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Mannofield / Garthdee

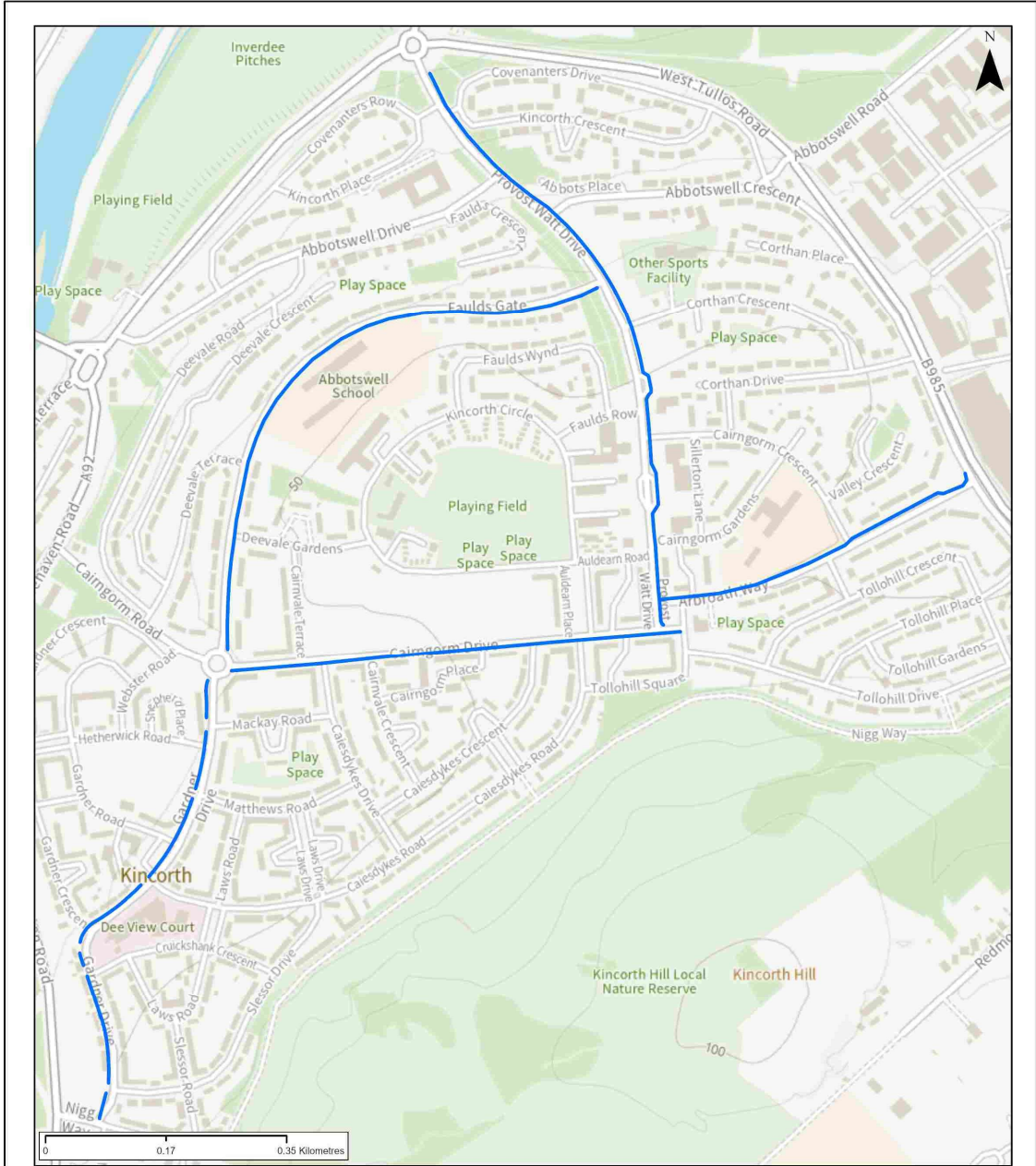
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 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
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 Suitable for printing @ A4 Main Window Scale: 1:9,000

**Legend**  
 City Boundary  
 Footway Routes

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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Kincorth

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:7,500

**Legend**  
 City Boundary  
 Footway Routes

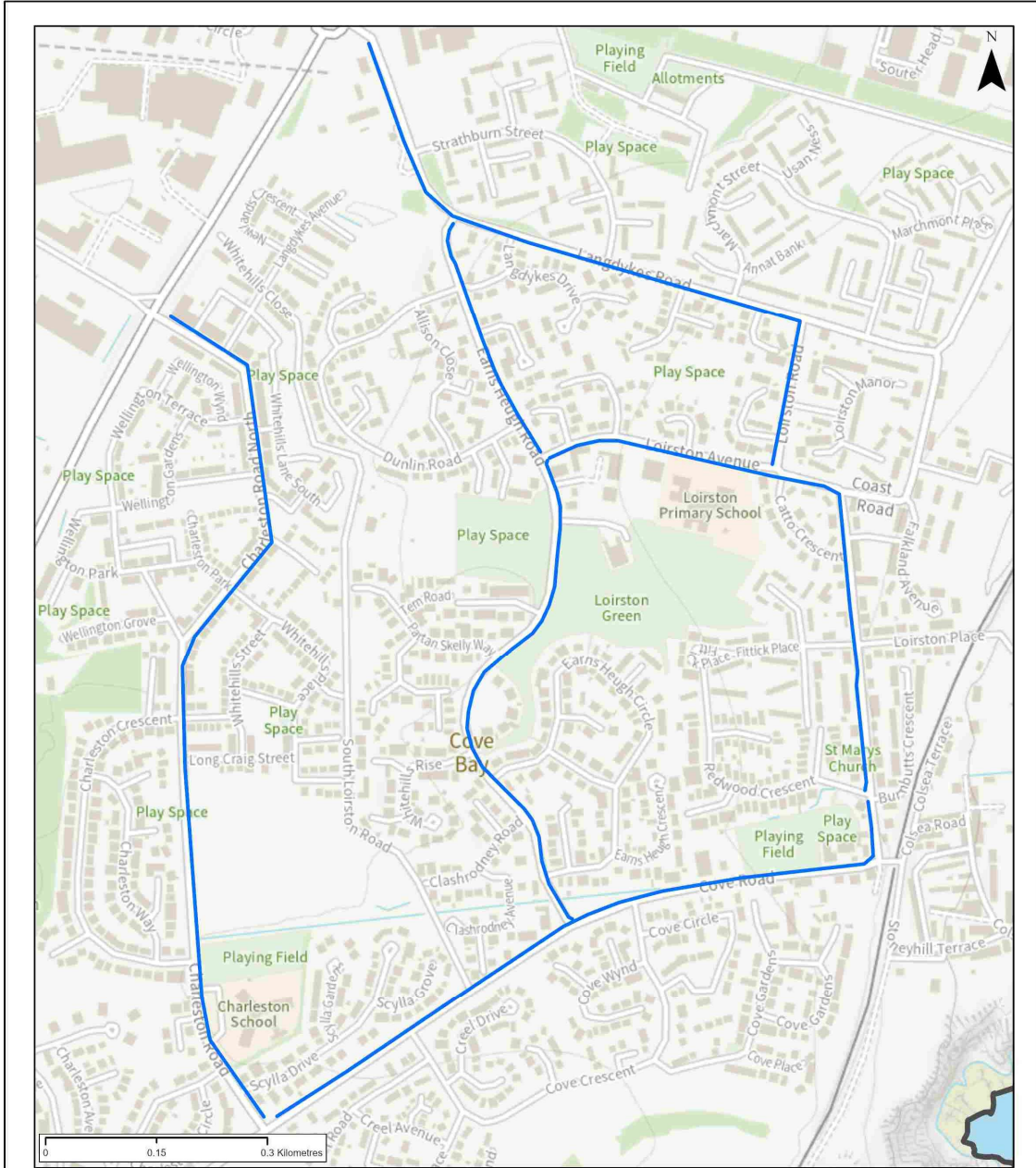
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25



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**Audit Information**  
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 Approved By :SM  
 Date :31/07/2024



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Cove

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:7,000

**Legend**  
 City Boundary  
 Footway Routes

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 Date :31/07/2024



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Cults / Bieldside

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:11,000

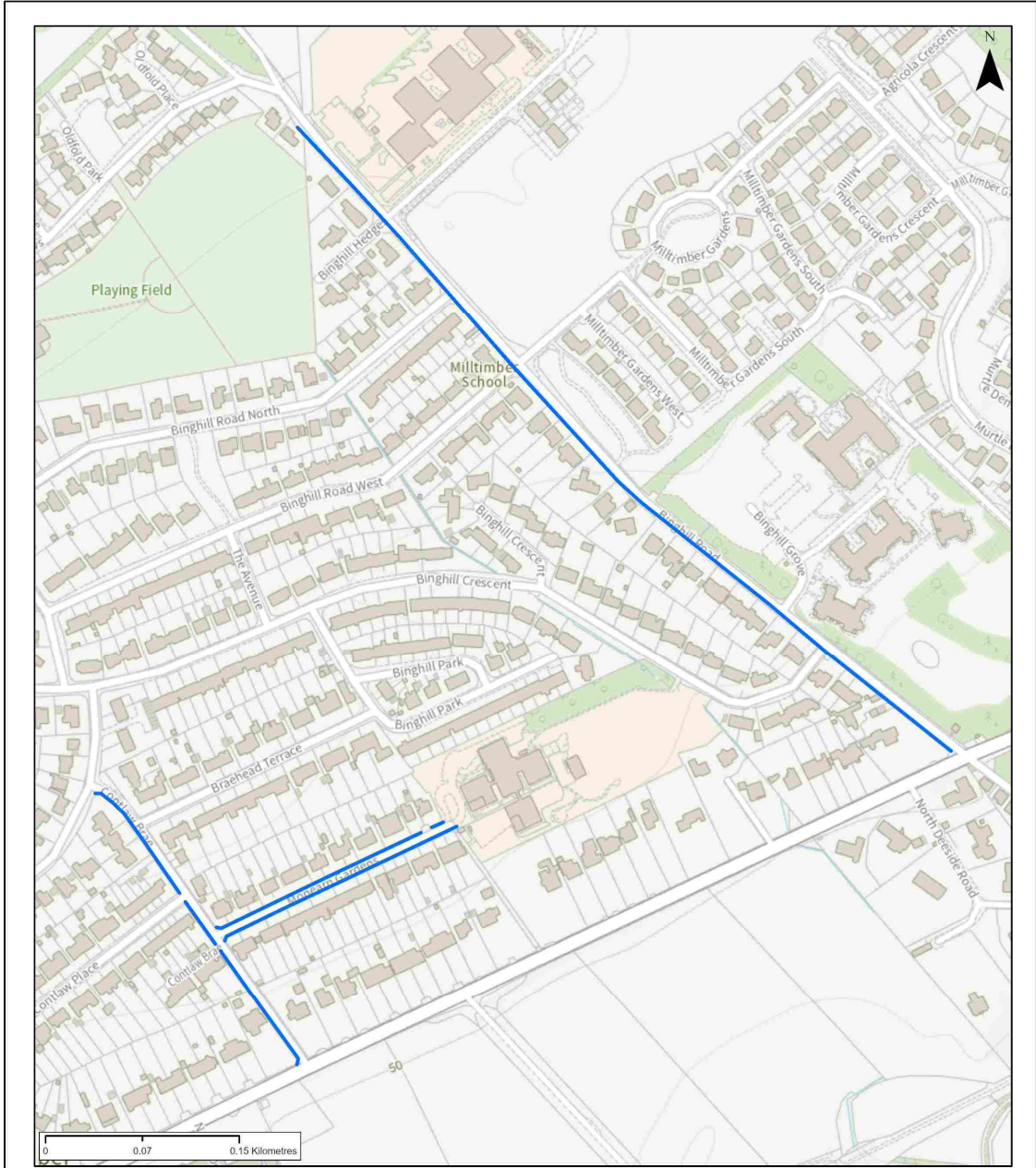
**Legend**  
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25


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 Approved By :SM  
 Date :31/07/2024




**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Milltimber

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:4,000

**Legend**  
 City Boundary  
 Footway Routes

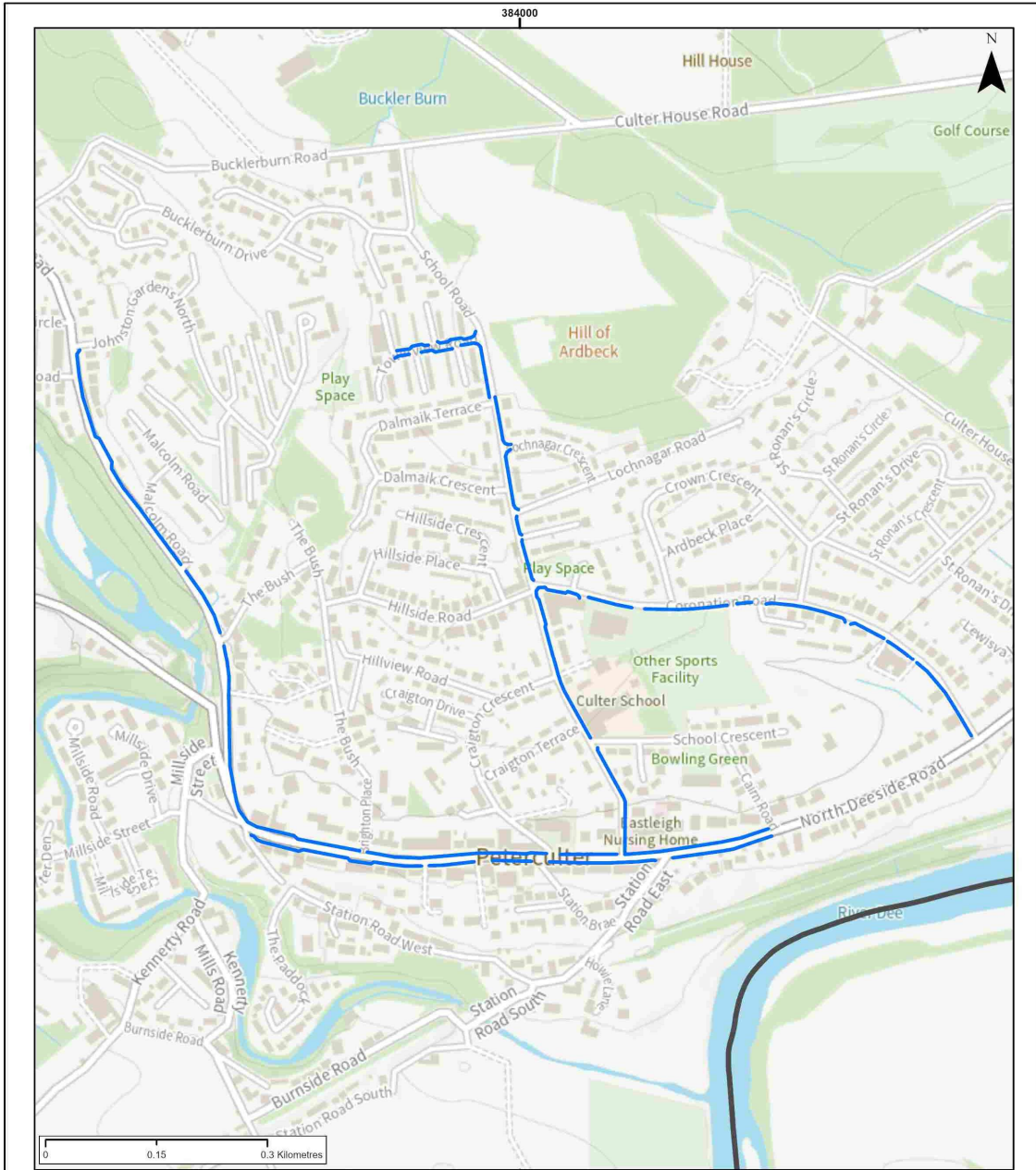
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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25



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 Checked By :  
 Approved By :SM  
 Date :31/07/2024



**Title**  
**Winter Gritting Routes 2024 - 25**  
 Priority 2 Footway Routes  
 Area Name: Culter

**Geodetic Information**  
 Coordinate Reference System: British National Grid  
 Projection: Transverse Mercator (Central Meridian: 2°0'0"W)  
 Datum: OSGB 1936  
 Suitable for printing @ A4 Main Window Scale: 1:7,000

**Legend**  
 City Boundary  
 Footway Routes

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**Project / Report Information**  
 Project Name : Winter Gritting Routes 2024-25

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 Checked By :  
 Approved By :SM  
 Date :31/07/2024

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

Treatment of Priority One Steps/Ramps will be done at the start of continual action.

**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**

Cycleways will be treated in line with Priority 2 Footways

The Westhill path (from City boundary to Hazlehead Roundabout)

The Shell path

Craigshaw Drive cycleway

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

South College Street cycleway



**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	Kidd Street, Aberdeen, AB10 1TB	Green Space to rear of Gilcomston Land Flat Block
Countesswells Road	Countesswells Road, Aberdeen, AB15 7RE	Setted surface opposite property 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 Fernhill 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 or&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 requ'ed(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-to-day 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 defences 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 Tullors/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 Tullors/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 Tullors/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.