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**Distribution List (by CD rom)**

	Police Scotland	Traffic Management, Police Office, Cornwall Mount, Dumfries DG1 1PZ
OIC	Police Scotland	Control Room, Helen Street Glasgow G51 3HF
Const. [REDACTED]	Police Scotland	Trunk Road Liaison Officer, OSD Complex, 433 Helen Street, Glasgow G51 3HH
OIC	Scottish Fire and Rescue Service	99 Bothwell Road Hamilton, ML3 0EA
OIC	Scottish Ambulance Service	140 Fifty Pitches Road, Glasgow G51 4EB
Chief Executive	Dumfries & Galloway Council	English Street, Dumfries DG1 2DZ
Chief Executive	Ayrshire Roads Alliance	Johnnie Walker Building 15 Strand Street, Kilmarnock KA1 1HU
Chief Executive	North Ayrshire Council	Cunninghame House, Irvine KA12 8EE
Chief Executive	East Renfrewshire Council	2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank G46 8NG
Chief Executive	Renfrewshire Council	Renfrewshire House, Cotton Street, Paisley PA1 1WB
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	Kier Strategic Highways	Penrith
	BEAR M80 DBFO	Auchengeich Road, Moodiesburn, North Lanarkshire G69 0JN
	BEAR, North West Unit	Bear House, Inveralmond
	Traffic Scotland	National Control Centre, Ferrymuir Gait, South Queensferry EH30 9SF
	Connect Road Operators	Maidenhill, Ayr Road, Newton Mearns G77 6RT
	Transport Scotland	Buchanan House, 58 Port Dundas Road, Glasgow G4 0LQ
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Depot Supervisor	Scotland TranServ	Ayr Depot, Highfield Business Park Ayr
Depot Supervisor	Dumfries and Galloway Council	Wayside Depot, Dumfries

## 1.0 MANAGEMENT ARRANGEMENTS

### 1.1 Winter Service Manager (WSM)

The strategic management of the information gathering and decision making process will be undertaken by our WSM. The name, qualifications, experience and responsibilities of the WSM are shown below.

Name	Role	Qualifications	Responsibilities
[REDACTED]	Winter Service Manager	[REDACTED]	As detailed in WSP Section 4.1

### 1.2 Winter Service Duty Officers (WSDO)

#### 1.2.1

The daily decision making process will be undertaken by a limited number of very experienced Duty Managers who have previously undertaken the role of WSDO, on a rota basis, and they will also undertake the role of Duty Manager to support and advise the rostered WSDO throughout the winter season.

Name	Role	Qualifications	Responsibilities
[REDACTED]	Area Network Manager	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Area Network Engineer	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Area Network Manager	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Area Network Engineer	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Area Network Engineer	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Area Network Engineer	[REDACTED]	As detailed in WSP Section 4.2

#### 1.2.2

The role of WSDO will be undertaken by staff identified below on a rota basis. They will be located within the Control Room at Polmadie whenever winter action is planned.

Name	Role	Qualifications	Responsibilities
[REDACTED]	Duty Officer	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Duty Officer		As detailed in WSP Section 4.2
[REDACTED]	Duty Officer	[REDACTED]	As detailed in WSP Section 4.2
[REDACTED]	Duty Officer		As detailed in WSP Section 4.2
[REDACTED]	Duty Officer		As detailed in WSP Section 4.2
[REDACTED]	Duty Officer		As detailed in WSP Section 4.2

### 1.3 Monitoring Arrangements

WSDO listed in section 1.2.2 will undertake the monitoring process from the Control Room during the period from 1<sup>st</sup> October to 15<sup>th</sup> May. All systems used are internet based and all WSDOs will be able to access the packages from any internet enabled computer. The WSDOs will be available to take winter maintenance related calls during the day or night.

Should the WSDO require any assistance, the matter can be referred to the rostered Duty Manager identified in 1.2.1 above.

In the event of a power failure in the Control Room the WSDO will contact the On Call Senior Manager by mobile telephone. Monitoring of actual road conditions from road sensors will be carried out by MeteoGroup until power has been restored to the Control Room.

The WSDO contact is the 24 hour Control Room number **0141 218 3999**.

### 1.4 Personnel Resources

Sufficient resources will be made available, through existing trained and experienced staff and our proactive recruitment procedures, to enable us to comply with driver hours regulations and the working time directive and to operate 24 hour working in exceptionally severe weather conditions.

Scotland TranServ's fleet management team will ensure that all vehicle maintenance schedules are adhered to and that all repairs and faults are notified to the WSM and rectified promptly. Sufficient fitters are available on call out to assist in repairs.

The names of the duty Supervisors and Operatives are shown in Appendix 6 of this Winter Service Plan (WSP). A separate rota of appropriate participants will be drawn up to cover any anticipated attendance at the Multi Agency Response Team (MART).

### 1.5 Call Out Arrangements

The decision to carry out treatment will be made by the Duty Manager. The WSDO who will instruct the duty Supervisor to mobilise resources, as shown in Figure 1/1. The duty Supervisor will then telephone the drivers with their instructions. These arrangements will remain the same regardless of working hours. A roster of operatives will be held at the Central Office and the depots, and will be updated by the Operations Manager as appropriate.

Mobilisation for a planned response will allow these treatments to commence at the prescribed time, ensuring completion before the predicted onset of snow or ice conditions. Mobilisation for an immediate response will be such that mobilisation will be completed and treatment commenced within one hour of the decision having been made. To supplement these mobilisation times, if an item of front line winter constructional plant breaks down, an item of reserve plant will be mobilised and commence treatment within one hour of the breakdown.

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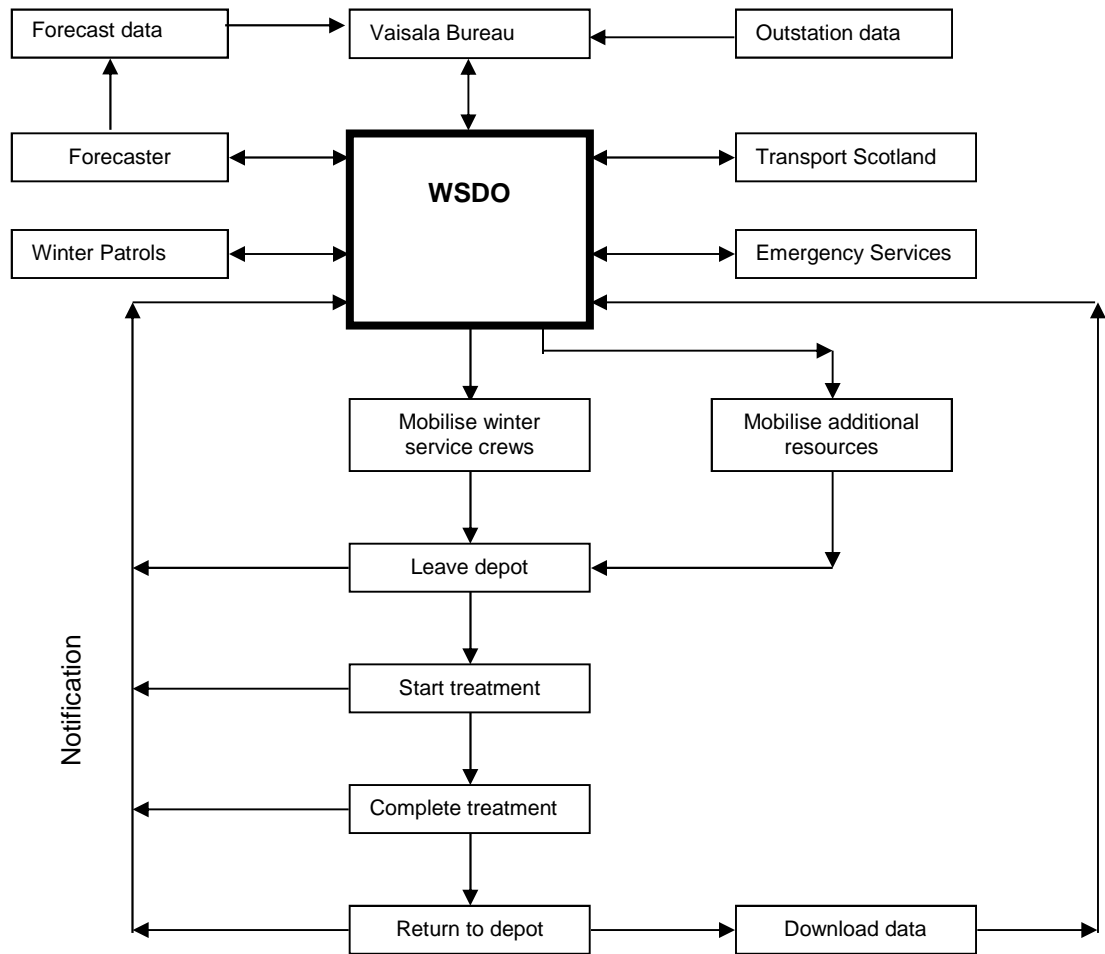


Figure 1/1: Call Out Procedure

## 1.6 Communication Equipment

All front line and reserve winter service plant will be fitted with “hands-free” cellular telephones and operatives will be trained in its effective use. Contact with staff during and outside normal work hours will be made by mobile telephone, with the relevant responsible staff operating on a roster basis. Any faults in the communication system will be reported to the duty Supervisor who will instigate any repairs necessary.

Patrol vehicles will be fitted with AIRWAVE communications, and the Control Room will have a base unit to allow communication between the drivers and WSDO.

## 1.7 Training for Managers and Other Staff

The WSM and WSDO have received training in Basic Road Meteorology, provided by the forecast provider, including the use and interpretation of the Forecasting Service and the Ice Prediction System. New personnel will receive this training and “shadow” an experienced WSDO before being proposed to Transport Scotland for WSDO duties. WSDO listed in Section 1.2.2 have received IHE Winter Services Decision Makers training.

Drivers will be trained in Winter Maintenance to SVQ standard. Lists of qualified drivers are included at Appendix 6.

Attendants for the MART will receive training deemed appropriate by Transport Scotland.

## 2.0 WEATHER FORECASTING

### 2.1 Purpose

The purpose of the weather forecasting service is to produce accurate information to allow the Duty Manager and WSDO to plan winter service operations for the following 36 hour period, allowing the safe movement of trunk road users and minimising delays caused by snow and ice. The service permits the WSDO to contact MeteoGroup for advice or updated information on a 24/7 basis should they have specific concerns, allowing for a proactive approach to winter service.

### 2.2 Methodology

Our weather forecasting service provider, MeteoGroup, will utilise information from the existing road sensor network, to give detailed route based forecasts for each route and section within the Unit. Facilities will also be provided in order that information from Scottish Weather Radar and thermal mapping, when updated, can be utilised to give accurate information on existing and anticipated conditions.

### 2.3 Weather Forecasting Service

Scotland TranServ will use the expert weather forecasting services provided by the MeteoGroup RoadMaster system. MeteoGroup will provide weather forecasts from the office below:

**Tel No: 0845 603 0563      MeteoGroup Forecaster**  
**Tel No: 020 7963 7574      MeteoGroup back up forecaster, (24 hours)**  
**Email forecasters@meteogroup.com**

The forecast service will be available throughout the period 1<sup>st</sup> October to 15<sup>th</sup> May, although outside this period a road danger warning service will be in place.

Throughout the winter period, forecast information will be uploaded to a computerised Ice Prediction system accessed by our trained and experienced WSDO from any internet linked computer either directly from the MeteoGroup RoadMaster website, or through the Vaisala Bureau. The daily forecast information issued by the RoadMaster system will include:

- 36 hour route based forecasts for each route within the unit with expected minimum road surface temperatures and weather hazards, issued by 1300 hours daily,
- Site specific forecast graphs showing the minimum road surface temperature and air temperature,
- Text information forecasting weather conditions and minimum road surface temperatures predicted over the coming 2 to 5 days,
- Routine weather forecast updates unit with expected minimum road surface temperatures and weather hazards.
- Updated forecasts when particular thresholds are likely to be exceeded.

Regular communication is vital when managing changes in weather conditions, enabling us to continually review our planned actions and react promptly when necessary. The MeteoGroup Duty Forecaster will liaise by telephone with our WSDO advising whenever non-routine amendments to the site-specific forecasts graphs and revisions to the 36 hour forecast have been made when the Forecaster expects there to be:

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- a deterioration in the forecast road surface state from no-frost to frost, on either the 36 hour forecast or any of the site specific forecast graphs,
- an improvement in the forecast road surface state from frost to no-frost, on either the 36 hour forecast or on any site specific forecast graphs,
- a difference of at least two hours between the original forecast time and the revised time for the onset of freezing conditions, except where a precautionary treatment has already commenced, or is planned to commence prior to the onset of freezing conditions, and no precipitation is forecast for the intervening period,
- snow, ice, hoar frost or freezing rain in the original forecast now not expected,
- a change in the timing of rainfall such that rain is now expected after the planned time for precautionary treatment, or
- a change in the amount of snow from light to moderate or from moderate to heavy, where light is less than 3cm, moderate is 3 to 10cm and heavy is greater than 10cm.

Notwithstanding the above, the MeteoGroup Duty Forecaster will immediately telephone our WSDO, to advise them of deterioration in the prevailing weather and surface conditions when the actual road surface temperature on any site specific forecast graph falls to 0°C or lower, which had not been forecast beforehand.

The MeteoGroup Duty Forecasters are on hand at all times to offer assistance and advice. The WSDO will record the receipt of verbal updated forecast information provided by the MeteoGroup.

Regular meetings will be held between Scotland TranServ and MeteoGroup to discuss the forecast accuracy and level of service provided by MeteoGroup.

Scotland TranServ will also sign up to receive Met Office weather warning alerts for ice, snow, heavy rain and strong winds throughout the year. Current weather warnings will be include in the Scotland TranServ Daily Action Plan.

### **2.3.1 Climatic Domains**

As with the previous two winters, route based forecasts will replace forecasts which are based on climatic domains. These give more specific data on forecast road surface temperatures and surface state conditions along the length of a route, taking into account local topography, alignment and sky view factor.

This format allows tailored precautionary treatments to be planned, along individual routes and sub-routes addressing local climatic needs for each route, and delivering a more sustainable winter service.

### **2.3.2 Weather Radar**

Access to weather radar information will be available to the WSDO over the internet, allowing our WSDO to track the progress of precipitation, to assist in timing of precautionary action and to give the duty Supervisor maximum warning of the arrival time of inclement weather, to permit resource mobilisation.

### **2.3.3 Ice Sensors & Forecast Sites**

Ice prediction and forecast sites are installed at the locations detailed in section 14.1 of this WSP.

Information from these sites will be used to predict trends in weather and road conditions, and to monitor actual conditions, with sensors being polled at 20 minute intervals between

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1<sup>st</sup> October and 15<sup>th</sup> May. Information in real time from the mobile sensors fitted to the front line vehicles will also be used to monitor trends in weather and road conditions.

Detailed inspections and calibration checks on ice prediction and forecast sites will be carried out by Vaisala, in accordance with the manufacturers' recommendations, twice per year during August to September and during December to February.

The WSDO will be responsible for notifying all ice prediction and forecast site faults to Vaisala and ensuring that repair is carried out within the required timescale. The Vaisala help desk telephone number is **0121 683 1269**.

### **2.3.4 Thermal Mapping**

Thermal mapping, which covers the entire network, may be used as an additional tool in the decision making process for precautionary treatment, although its use is largely superseded by the introduction of route based forecasts. MeteoGroup also have access to digitised thermal maps, which may assist the forecaster in making predictions of minimum road surface temperatures.

## **2.4 Computer Systems**

The computerised road weather information system will obtain, interpret and display the following, in a manner which predicts trends in weather and road conditions:

- Road sensor data (forecast & actual)
- Thermal maps, where made available by the Director
- Weather data
- Other relevant information

Within the system, an automatic audible alert has been incorporated, which will alert the WSDO when a road sensor surface temperature falls to +1°C. A number of weather stations have had cameras added to them and these images will be available to the WSDO together with some of Traffic Scotland's camera images, to assist in real-time monitoring of weather and road surface conditions.

The weather information system will be accessible to MeteoGroup and will be able to accept additional road sensors. The system will have suitable terminals and software, accessible at all times during the Winter Service Period.

## **2.5 Mobile Sensors**

Front line spreaders have been fitted with temperature sensor probes that feed live time information back to a web site that is available to the WSDO. Ayr patrol spreader FM13 DFP has an additional DSP310 sensor fitted.

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### 3.0 MONITORING ARRANGEMENTS FOR AREAS REQUIRING SPECIAL ATTENTION

Areas susceptible to frost and surface water run-off shall be identified and reported by patrol and front line vehicle drivers to the WSM for inclusion in this WSP, and precautionary treatment routes.

These areas include:

- Elevated sections of trunk roads or bridges
- Sections of trunk roads on low ground
- Areas susceptible to water run off or frost hollows
- Different surfacing materials and their susceptibility to various weather conditions

A list of such locations will continue to be developed through time and is included below with treatment arrangements included within Appendix 11. Laminated cards detailing these areas will be held within all winter service vehicles and will be updated during the course of the winter should any amendment be identified.

Road Number	Location
A78	Papermill at Irvine, between Meadowhead and Newhouse Interchange
A898/M898	Erskine Bridge and southbound slip to M8 eastbound
M8	Junction 30 – 31 westbound

*Table 7.2 F/1 Frost susceptible areas*

Road Number	Location
A701	North of St Annes Bridge
A78	Auchmead road, Greenock
A78	Skelmorlie to Largs at Knock Castle
A78	Barrs Cottage, Inverkip Road, Greenock
A78	Newhouse Interchange to Eglinton
A78	Branchton speed camera, westbound
A78	Westbound off-slip to power station
A78	Car wash at Inverkip Roundabout, eastbound
A737	Roadhead Roundabout to Clerksbridge toll
A737	Dalry Rd, Kilwinning
A82	Stonemollan Roundabout
A82	Dunglass Roundabout to Erskine Bridge
A77	Above and below Bellfield Interchange
A77	South of Ballantrae at the Watertanks
A77	Crossraguel to Dalqhat farm
A75	East of Barlae
A76	North of Kirkconnel
A76	Kirkconnel south Gateway (adjacent to railway)
A76	500m north of Drumlanrig Castle junction
A76	Drumlanrig to Enterkinfoot, north of retaining walls
M8	Eastbound entry to Charing Cross Underpass
M8	Charing Cross Underpass (icicle formation from soffit)

*Table 7.2 F/2 Water run-off areas*

Locations that have been identified as having steep gradients, or sharp bends are tabulated in Table 7.2 F/3 and are further detailed in section 19.1 as areas where salt bins should be provided.

Road Number	Location
M77	Southbound from junction 3 to junction 4
M74	Southbound from junction 10 to junction 12
A737	Risk Brae, from Howwood to Roadhead roundabout
A75	The Glen to the west of Dumfries
A75	Glen Luce Bypass
A76	Skerrington roundabout to Templeton Roundabout
A76	New Cumnock to Rigg Farm

*Table 7.2 F/3 Gradient Locations*

A number of other areas which have been assessed as having some similar criteria, but which do not carry the same potential for severe disruption are listed in Table 7.2 F/4 below.

Road Number	Location
A701	Mollinburn
A701	Ae Bridge
A75	Ramhill, east of Castle Douglas
A75	Carrutherstown Bypass
A75	Gatehouse of Fleet By-pass
A76	Thornhill South Gateway
A76	Crosshands to Mauchline
A77	Ayr to Girvan and Ballantrae
A8	Greenock
M74	Junction 7 Larkhall to Junction 8 Canderside

*Table 7.2 F/4 Other Locations*

## 4.0 DECISION MAKING

### 4.1 Role of the WSM

The WSM will be responsible for ensuring delivery of the specified winter maintenance operations and will appoint WSDO who will work to an agreed roster.

### 4.2 Role of the WSDO

The WSDO will be responsible for:

- Receiving and interrogating the weather forecast information (carried out by Duty Manager),
- Deciding, recording and instructing treatment based on the forecasts provided by the MeteoGroup and local information such as the levels of residual salt and levels of verge run-off, exercising caution when relying on residual salt when surface state is “Dry” or “Trace” (carried out by Duty Manager),
- Liaison with the Police, neighbouring Local Authorities, motoring organisations and other Operating Companies,
- Monitoring actual conditions and amending proposed actions as conditions dictate,
- Monitoring progress of operations,
- Maintaining a communications log including calls from vehicles engaged in winter service operations, the MeteoGroup and the Police,
- Providing factual information concerning the network to the Police for onward distribution to the media and motoring organisations,
- Keeping records of road conditions and closures, advising the Director and Traffic Scotland Operator immediately of any trunk road blockages,
- Responding to any public enquiries or complaints,
- Advising the WSM on conditions as required,
- Keeping all other records as Appendix 7 of this WSP, and
- Instructing footway clearance as required.

Arrangements to commence winter service will be made daily before 14:00 hours using the weather forecast provided by MeteoGroup and local information such as the levels of residual salt and levels of verge run-off. The decision will be made by the Duty Manager who will instruct the duty Supervisor to mobilise resources, in accordance with Figure 4/1. The Duty Manager will utilise the criteria for minimum precautionary treatment and salt spreading rates, when instructing treatment, as detailed in Figures 4/2 to 4/5.

The decisions will be recorded on the Proposed Action forms and will be issued to the following by 15:00 hours:

- Police Authorities,
- Neighbouring Local Authorities,
- Transport Scotland, uploaded to their portal,
- Motoring organisations and
- Other Operating Companies.

To ensure consistency of decisions, another Duty Manager will review the initial decision prior to the instruction being issued. Decisions will be monitored against adjoining Local Authorities or Operating Companies, although care will have to be exercised in this, as there will be different forecast providers and different criteria involved. Decisions will be regularly monitored to include for variations in the forecast weather or to reflect actual conditions on site. Weather radar will be utilised to give the duty Supervisor maximum warning of the arrival time of inclement weather to ensure timely mobilisation of resources.

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These decisions will be reviewed on receipt of non-routine weather forecast updates and on reports of actual conditions from Winter Service Patrol drivers.

Decisions will take consideration of areas with negative texture, to ensure treatment will be undertaken as close as is practicable to forecasted time for surface temperatures to be  $\leq 1^{\circ}\text{C}$ .

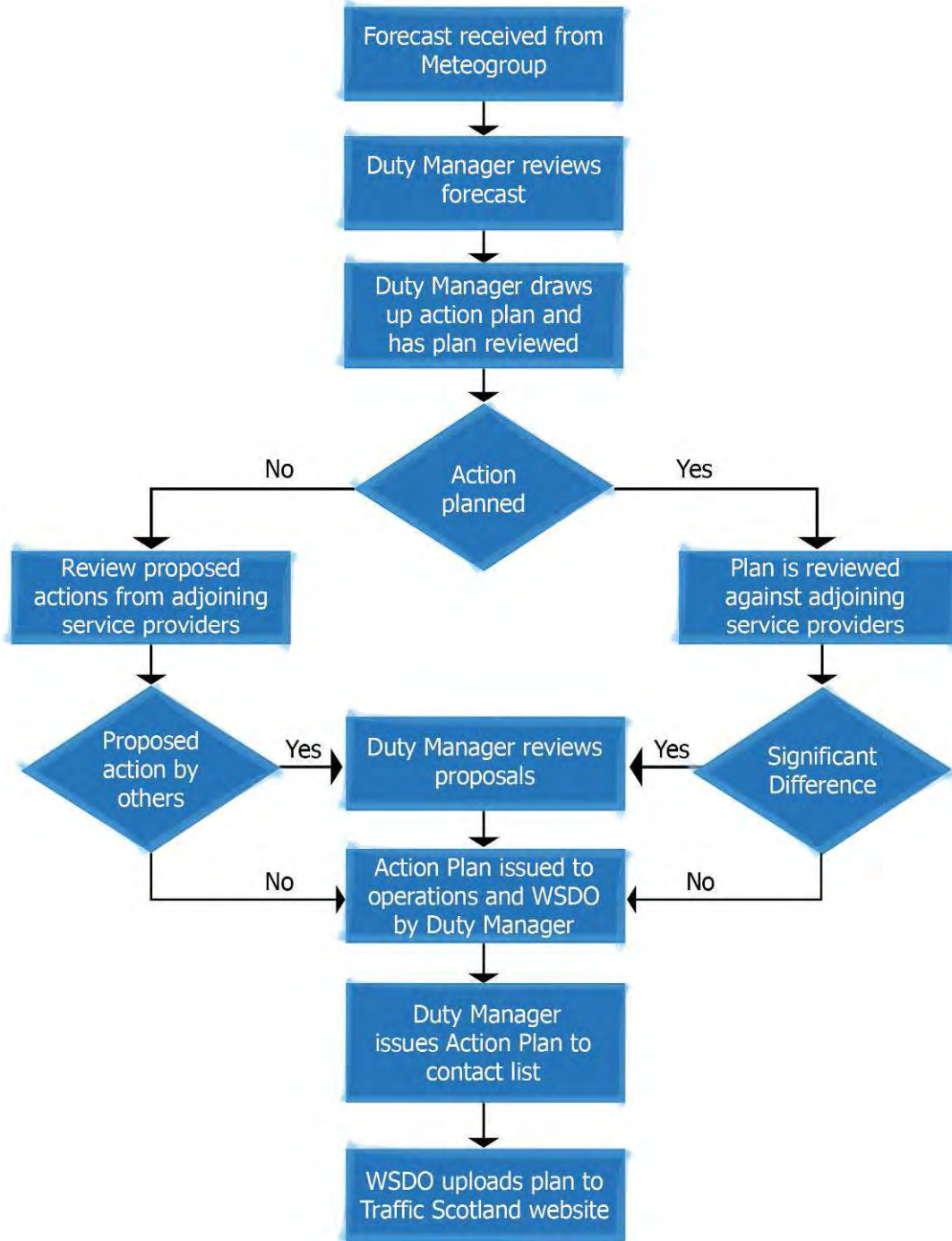


Figure 4/1: Decision Making Process



Decision Matrix			
Road Surface Temperature	Predicted Road Conditions		
	Wet	Wet Patches	Dry
May fall below 1°C	Salt before frost	Salt before frost (see note A)	No action likely, monitor weather (see note A)
Expected to fall below 1°C		Salt before frost (see note B)	
	Salt after rain stops		
	Salt before frost and after rain stops (see note C)		
	Salt before frost		Monitor weather conditions
Expected snow	Salt before snow		
Freezing Rain	Salt before rainfall (see note C)		
	Salt during rainfall (see note C)		
	Salt after rainfall (see note C)		
<b>The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt or surface moisture.</b>			
<p>A. Particular attention should be given to any possibility of water running across carriageways and such locations should be monitored and treated as required.</p> <p>B. When a weather warning contains reference to expected hoarfrost considerable deposits of frost are likely to occur and close monitoring will be required. Particular attention should be given to the timing of precautionary treatments due to the possibility that salt deposited on a dry road may be dispersed before it can become effective.</p> <p>C. Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.</p>			

When forecast of Freezing Rain has been issued by forecaster, Appendix 9 should be referred to which gives further guidance on the treatment of Freezing Rain.

Figure 4/2: Decision Matrix

Treatment Matrix Spread rates for precautionary treatments			
	Forecast weather condition	Frost Susceptible/surface water run-off area (grammes/square metre)	Road Surface Wet (grammes/square metre)
A.	RST higher than plus 1°C	0	0
B.	RST lower than or equal to plus 1°C but higher than minus 2°C	10 to 20	10 to 20
C.	RST lower than or equal to minus 2°C but higher than minus 5°C	10 to 20	10 to 20
D.	RST lower than or equal to minus 5°C	20	20
E.	RST lower than or equal to plus 1°C but higher than minus 2°C following rain	20	30
F.	RST lower than or equal to minus 2°C but higher than minus 5°C following rain	30	40
G.	RST lower than or equal to minus 5°C following rain	40	40
H.	Hoar Frost	20	20
I.	Freezing Fog	10	20
J.	Freezing Rain	40 (See decision matrix)	40 (See decision matrix)
K.	Snow Accumulations up to 30mm	30	40
L.	Snow Accumulations over 30mm	40	40
M.	Hard Packed Snow/Ice	See clearance matrix	See clearance matrix

Figure 4/3: Salt Spread Rates

Forecast Conditions	Spread Rate (litres/square metre)
Road surface temperature lower than or equal to plus 1°C but higher than minus 2°C	0.0156
Road surface temperature lower than or equal to minus 2°C but higher than minus 5°C	0.0312
Frost and road surface temperature lower than	a minimum of 0.0312 which should be increased with manufacturer's recommendations
-5°C	
Snow	
Freezing conditions after rain	

Figure 4/4: Potassium Acetate Spread Rates

Clearance Matrix			
Minimum Salt Spread rates for Snow or Ice Clearance			
Road Surface Condition	Treatment		
	Spreading Salt (grammes/square metre)	Ploughing	Blowing
Ice Formed	20 to 40	No	No
Snow covering of less than 30mm	20	Yes	No
Snow covering exceeds 30mm	20 to 40	Yes	No
Snow accumulations due to prolonged snowfall	20 to 40	Yes (continuous)	Where applicable
Hard packed snow/ice less than 20mm thick	20 to 40 (successive treatments)	No	No
Hard packed snow/ice	salt/abrasive (successive)	No	No

Figure 4/5: Snow or Ice Clearance Matrix

#### 4.2.1 Winter Service Patrol mobilisation

The key routes listed within Figure 4/6 will be patrolled from 1<sup>st</sup> November until 31<sup>st</sup> March inclusive when the road surface temperature is to fall to +3°C or below. Winter Service Patrols will be undertaken in fully loaded salting vehicles to enable timely spot treatment of potentially hazardous conditions as opposed to full blanket precautionary salting.

South West Unit Route	Category
M74 from J 1 (Kingston) to J 12 (Millbank)	A
M77 from M8 (Plantation) to Malletsheugh	A
M8 from Junction 10 to A8 Langbank Roundabout	A
M898 and A898 Erskine Bridge	A
M80 from M8 (Provan) to J 2 (Robroyston)	A
A725/A726 from Whistleberry to East Kilbride at junction with B761	A
A77 from Meiklewood at junction with B7038 to Whitletts Roundabout	A
A78 from Dutch House Roundabout to Pennyburn Roundabout	A
A76 Kilmarnock from junction with A77 to Dumfries at junction with A75	B
A75 Dumfries from junction with A75 to Gretna at junction with A74(M)	B
A77 Girvan from junction with A714 to Stranraer at junction with A75	B
A75 Stranraer from junction with A77 to Gatehouse of Fleet at junction with B796	B
A737 from M8 (St James Interchange) to Kilwinning at junction with A738	B

Figure 4/6: Routes to be patrolled



Those category A sections of the network are to be patrolled, between the hours of 02.00hrs and 10.00hrs, at two hourly intervals, such that each patrol will alternate between a one hour patrol and a one hour stand by, and be able to achieve a maximum of 30 minutes response time during the standby period. These may be stood down prior to 10.00hrs at the direction of the WSDO, if conditions allow.

Category B sections will be patrolled between 00.00hrs and 09.00hrs at three hourly intervals between 00:00 hrs and 03:00 hrs, 03:00 hrs and 06:00 hrs and 06:00 hrs and 09:00 hrs. These may be stood down prior to 09.00hrs at the direction of the WSDO, if conditions allow.

Detailed route based forecasts will allow the WSDO to direct patrol vehicles to concentrate on specific locations at times when conditions require these to be patrolled. This method of forecasting also allows for only partial routes to be patrolled as required.

Vehicles for these routes will be fitted with equipment capable of displaying to the driver an accurate measure of the road surface temperature. This information will also be available to the WSDO on a web based platform to allow him to continue to monitor real time accurate road surface temperatures.

Patrol vehicles are available outwith designated patrol times to respond to snow and ice conditions causing an increased risk of delays and disruption to road users.

**4.2.2 Proposals for precautionary and additional de-icing treatments when low confidence forecasts shall be issued for variable road and weather conditions**

Routes for the precautionary treatment of carriageways and footways are designed to take full account of the following:

- Slip roads
- Hard shoulders
- Hard strips
- Turning lanes
- Central reserve crossovers
- Contiguous lay-bys, and
- Bus bays

All routes are designed to take account of Schedule 7 Part 2 and Schedule 9 Part 1 of the Term Contract, and also take account the location of the relevant loading points and the option of accessing the route at alternative points

If continuous snow is forecast, every effort will be made to ensure enough salt is applied before snow starts to stick to the road, to melt the initial snowfall and to provide a wet surface to facilitate any subsequent necessary snow clearing

Elevated sections of road, including bridges and sections lying in low ground or where the local topography channels windborne cold air, are more prone to freezing and may need special treatment. These areas will be identified from experience, local knowledge and reports from the winter maintenance patrol drivers and included as ARSA.

Decisions on precautionary treatment will be based on the weather forecast provided by the MeteoGroup and local information such as levels of residual salt and levels of verge run-off. Monitoring of actual road surface temperatures in relation to the forecast road surface temperatures will determine the accuracy of the weather forecast, providing additional information for the WSDO to review the treatment requirements. Should the forecast be issued with a low confidence factor, then the Duty Manager will contact the MeteoGroup Duty Forecaster to discuss in greater detail the forecast. Where doubt

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remains regarding timing or accuracy, the Duty Manager will err on the side of caution when formulating his decision.

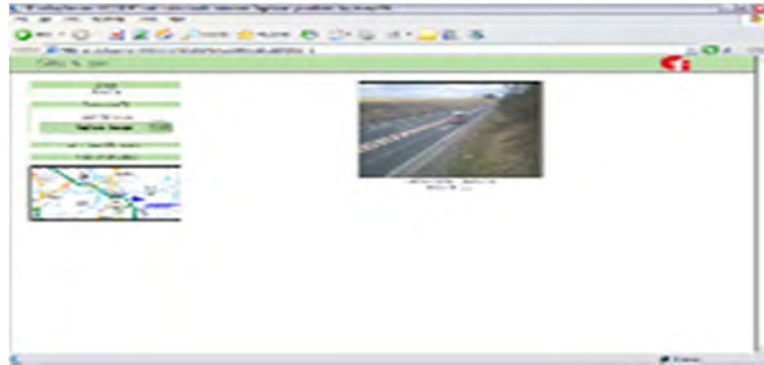


Figure 4/7: Weather Camera

**4.2.3 Proposals for monitoring the effectiveness of de-icing materials**

Following any precautionary treatment, the WSDO will monitor weather forecasts and actual weather conditions to ensure the ongoing effectiveness of the treatment and to instruct further treatment if required. Actual weather conditions will be monitored through Winter Service Patrols, data from the computerised road weather information system, mobile sensors and weather camera sites.

**4.2.4 Road Closure and snow gate operational procedures**

There are currently no snow gates on the South West Unit, but the provision of snow gates will be kept under constant review and if deemed necessary, recommendations will be made to Transport Scotland. Road closure procedures will be kept under constant review, and a resource is available to react to a request from the Police to close any section of any route. Details of procedures for road closures are held within the Incident Response Plan NETCPC0011.

**4.2.5 Hidden Message signs**

Hidden Message Signs will be used to warn the Trunk Road user of:

- Adverse Road conditions,
- Roads Closed, and
- Diversions

The Police will be advised of adverse conditions, snow ploughing and treatments. The Hidden Message Signs will be used after consultation with the Police to close roads. Scotland TranServ will operate this function.

Locally based Network Management staff will carry out detailed inspections of these signs prior to the winter period.

Details and locations of these signs are shown in Figure 4/8.

Road No.	Location	Detailed Description
M74	Junctions 5 to 6 S/B	Hidden Message Sign 0.25 miles prior to Jct 6
M74	Junctions 8 to 9 S/B	Hidden Message Sign 0.5 miles prior to Jct 9
M74	Junctions 10 to 11 S/B	Hidden Message Sign 0.5 miles prior to Jct 11
A725	Crossbaskets	Ice Warning Signs
A701	St Annes	Ice Warning Signs

Figure 4/8: Details of Hidden Message Signs

## 5.0 LIAISON

### 5.1.1 The Director

The Director will receive a copy of the agreed WSP. Remote access to electronic records will be provided to the Director and Performance Audit Group.

Prior to 31<sup>st</sup> May each year, we will submit an annual Winter Service Report to the Director, forming a review of the previous Winter Service Period. We will attend an annual review meeting with the Director, to consider the findings of the Winter Service Report. This meeting will take place 14 days after the submission of each annual Winter Service Report.

### 5.1.2 The Police

Copies of this WSP will be provided to Police Scotland. The WSDO will advise Police Scotland of the proposed actions by 1500 hours each day.

Our WSM will arrange an annual meeting with relevant senior police officers prior to the start of the winter season to review the detailed liaison and communication systems for the impending winter season. A further meeting will take place at the end of each winter season to review performance and the effectiveness of procedures for dealing with the actual weather conditions.

Traffic Police on the network will be requested to report any local adverse conditions to ScotlandTranServ in order that resources can be deployed and appropriate action taken.

In the event of severe weather conditions, Police assistance may be requested when moving winter equipment, arranging for any required road closures or for dealing with abandoned vehicles. In difficult conditions, and when requested, a Police presence may be requested to accompany snow clearing plant until a reasonable passage for traffic has been obtained. The WSDO will request a police presence from the appropriate Police Control Room. The Police will be advised of any commencement of snow ploughing operations and activation of warning signals requested. The use of Traffic Scotland signs where appropriate will also be requested.

Name	Position	Location	Office
Police Scotland	Operational Support Inspector	Force Overview, Helen St, Glasgow G51 3HH	101
[REDACTED]	Road Policing	[REDACTED]	[REDACTED]
[REDACTED]	Road Policing	[REDACTED]	[REDACTED]

### 5.1.3 The Traffic Scotland Operator

The WSDO will advise the Traffic Scotland Operator of the proposed actions by 1500 hours each day. The use of Traffic Scotland signs, where appropriate, will also be requested. Information regarding adverse weather affecting the trunk road will also be provided as appropriate. The WSDO, the Incident Liaison Officer and the Police will feed this information to Traffic Scotland.

### 5.1.4 Adjacent Road and Highway Authorities

Prior to the start of the winter maintenance period Scotland TranServ liaise with adjoining Local Authorities to ensure that there is complete coverage of the network and adjacent roads. Copies of this WSP will be provided to relevant Local Authorities. Proposed winter treatment actions will be forwarded to the Winter Maintenance Controller, or nominated contact person, of adjacent authorities as soon as decisions are made following receipt of the mid-day forecast. Transmittal, usually by e-mail, shall be recorded.

Council	Name	Position	Contact Numbers	
			Office	Mobile
North Lanarkshire				
	Call Centre		01698 403110	
Dumfries & Galloway				
	Contact Centre		0303 333 3000	
South Lanarkshire				
	Outwith working hours		0800 242024	
Ayrshire Roads Alliance South Ayrshire				
	Contact Centre		0300 123 0900	
Renfrewshire				
	Contact Centre		0300 300 0144	
East Renfrewshire*				
Inverclyde				
Ayrshire Roads Alliance East Ayrshire				
North Ayrshire				
West Dunbartonshire*				
Glasgow City*				

\*Outwith office hours, contact RALF 0800 373 635

### 5.1.5 Adjacent Trunk Road Operating Companies and DBFOs

Copies of this WSP will be provided to the adjacent Trunk Road Operating Companies and DBFOs (OCs). The WSDO will advise the relevant OCs by e-mail of adverse weather forecasts and of proposed winter actions by 1500hrs each day. Copies of adjacent OC WSP will be held in our Central Office and assessed for compatibility with our own WSP, specifically at Unit boundaries. Treatment across operational boundaries will be co-ordinated as far as possible to ensure a continuity of safe conditions for road users.

Area	Company	Location	Telephone Nos.	
			Office	Mobile
M74/M73/M8 DBFO	SRP	Precision House, McNeil Drive, Eurocentral, Motherwell ML1 4UR		
North West Unit	BEAR Scotland	BEAR House, Inveralmond Road, Perth PH1 3TW		
M6 DBFO	AUTOLINK	Nethercleugh Lockerbie		
M77 DBFO	Connect Road Operators	Glasgow		
M80 DBFO	BEAR Scotland	Chryston Depot, Auchenguich Rd Chryston G69 0JL		

### 5.1.6 Network Rail

As there are no railway level crossings, liaison with Network Rail will not be appropriate. However, care will be taken when clearing snow in the vicinity of railway tracks, gates, bridge parapets, fences, overhead electricity cables, walls and other railway boundaries.

## 6.0 MUTUAL AID ARRANGEMENTS

### 6.1 Mutual Aid

Should Scotland TranServ receive a request for any collaboration or mutual aid, from any organisation, Local Authority, airport operator, service station etc, be it to supply any de-icing material or spreading or ploughing equipment, this will be reviewed and considered by the WSM and a decision made dependant on the situation on the South West Unit at the time.

All requests for collaboration or mutual aid should be made to the WSDO, who will contact the Duty Manager and WSM to review the request.

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## 7.0 WINTER SERVICE PATROLS

### 7.1 Winter Service Plant and Reporting

#### 7.1.1 *Winter Service Plant*

Appendix 4 of this WSP details the Winter Service Plant for Winter Service Patrols.

Each patrol vehicle will carry a welfare kit comprising 24 space blankets, 24 bottles of water and 24 energy bars for distribution in the event of a Critical Incident, as defined in our Incident Response Plan.

#### 7.1.2 *Winter Service Patrol Report*

Winter Service Patrol Reports will be provided daily detailing the previous night's patrols, in the format included in Appendix 1 of this WSP. These reports will be held electronically with remote access allowing interrogation by the Director and the Performance Audit Group.

Information and discussions with Cat A Trunk road patrols will be entered into the communication log, Form 2, due to the nature of the short duration of a route.

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## 8.0 PRECAUTIONARY TREATMENT ROUTES

The philosophy behind winter service operations is, to carry out precautionary treatment before ice forms or snow settles on the road. To enable this to be undertaken effectively depends on a mixture of local knowledge and experience, accurate local weather forecasts and an awareness of the road state at the time.

### 8.1.1 *Precautionary Treatment Routes, Contingency Plans for Alternative Access and Loading Point Locations*

Descriptions and maps for each precautionary treatment route showing the respective loading points, are included in Appendix 2. These routes allow for the complete coverage of any individual carriageway and slip roads including hardstrips and hardshoulder. Remote lay-bys will not receive precautionary treatments, but will receive reactive treatment as required.

The route times shown are indicative and are unlikely to be met exactly on each precautionary treatment. However, all routes are designed to be completed within the required two hour period.

All routes will be treated from available access points, dependent on where any closure or blockage might be located. The network has been examined and no "critical" locations have been identified where it would not be possible to carry out treatment. On all single carriageway trunk roads there are winter service vehicles available to continue treatment to reach the closure or obstruction point. For example, A76 will have winter service vehicles working from both north to south and south to north, which will continue treatment until the closure or obstruction point is reached. On motorways and dual carriageways, routes can be accessed from slip roads on either side of the closure or obstruction point. The relevant Local Authority and local Police office would be continually consulted with to ensure this happened.

The depots to be used as loading points, will be Polmadie, Ayr, Stranraer, Lockerbie, Castle Douglas and Dumfries. Dry runs on all precautionary treatment routes will be carried each September prior to the commencement of the winter service season. The results of each dry run will be recorded electronically.

### 8.1.2 *Cycling Facilities in Urban Area*

Details of the precautionary treatment footway categories for footways and cycling facilities are included in Appendix 8 of this Winter Service Plan. These categories have been reviewed and routes developed to ensure compliance with contractual obligations.

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## 9.0 SNOW AND ICE CLEARANCE

### 9.1 Snow Clearing

To assist in route familiarity for all winter service operations, snow ploughing will be carried out on the same routes as those designed for precautionary treatment. Treatment routes for ploughing have been included in Appendix 10.

#### 9.1.1 Arrangements and Resources for Managing Snowfall

When snowfall is experienced, additional non-salting vehicles, fitted with ploughs, will be mobilised to aid in echelon ploughing on the dual carriageways and motorways. Details of these additional vehicles can be found in Appendix 4 of this Winter Service Plan.

Ploughing of snow will be carried out to efficiently remove the maximum amount of snow without damaging the carriageway surface or plough blade, and will be accompanied by salt applications at 20g/sqm. Should snow depth on the carriageway exceed 130mm then salting may be suspended with ploughing carried out by a laden vehicle to aid traction. The application of salt will be recommenced as soon as practicable.

The clearance procedure for dual carriageways and motorways will be echelon ploughing (2 or more vehicles moving in the same direction, one behind each other on different lanes). In this technique salting vehicles will be joined by non-salting, ploughing vehicles. The salting vehicles will plough lane 1, treating lane 1 and 2 at 20g/m with the non-salting vehicles ploughing the remaining lanes.

Ploughing techniques will follow the following procedures:

- a) 2 Lane Dual Carriageway Roads without Hardshoulders:
  - (a) Plough the left hand lane to the verge;
  - (b) Plough the right hand lane to the central reservation.
- b) 2 Lane Dual Carriageway Roads with Hardshoulders:
  - (a) Plough the left hand lane to the hardshoulder;
  - (b) Plough the right hand lane to the central reservation.
  - (c) Plough the hardshoulder to the verge;
- c) 3 Lane Dual Carriageway Roads without Hardshoulders:
  - (a) Plough the centre lane to the left hand lane;
  - (b) Plough the left hand lane to the verge;
  - (c) Plough the right hand lane to the central reservation.
- d) 3 Lane Dual Carriageway Roads with Hardshoulders:
  - (a) Plough the centre lane to the left hand lane;
  - (b) Plough the left hand lane to the hardshoulder;
  - (c) Plough the hardshoulder to the verge;
  - (d) Plough the right hand lane to the central reservation.
- e) 3 Lane Dual Carriageway Roads with Hardshoulders and centre reserve concrete barrier:
  - (a) Plough the centre lane to the left hand lane;
  - (b) Plough the left hand lane to the hardshoulder;
  - (c) Plough the right hand lane to the hardshoulder;
  - (d) Plough the hardshoulder to the verge

Condition Criteria	Category A Patrol Routes		Non Category A Patrol Routes	
	Dual Carriageways & Motorways		Dual Carriageways	Wide Single 2+1 (WS 2 + 1) & Single Carriageways
	Number of Existing Lanes		Number of Existing Lanes	
	2	3 or more	2	1 or 2 (WS 2 + 1)
	Minimum number of lanes in each direction free from ice and snow as far as is reasonably practicable		Minimum number of lanes in each direction free from ice and snow as far as is reasonably practicable (except when re snow gates)	
Snow at any time	1	2	1	1
Following clearance of minimum lanes or the cessation of snowfall all lanes are to be clear of snow within	6 hours	6 hours	12 hours	12 hours

*Table 7.2.D.1 – Snow Clearance*

**9.1.2 Road Closure Procedure**

The process for road closures is outlined in section 4.2.4 of this WSP.

**9.1.3 Prolonged Snowfall Strategy**

In the event that extreme weather conditions are forecast or experienced a dedicated ‘snow’ control room will be established in the Control Room at Polmadie.

The roster of WSDO will give continual management presence in periods of extreme weather. All snow clearing operations on the network will be controlled by the WSDO to ensure that the optimum use is made of the dedicated winter vehicles and any externally resourced plant items, as listed in Appendix 4 Table 7.2/J/11.

When required the WSM, duty Supervisor and other staff will be called upon to assist the WSDO. Police attendance at this control room would be encouraged to ensure that actions taken are carried out in full knowledge of all present circumstances.

All resources on the network including reserve and additional vehicles will be utilised with the main efforts directed at key routes, to enable traffic flows to be maintained, or in the event of a road closure, to be recommenced at the earliest opportunity. Resources will be deployed to areas of highest importance from other areas of the network should conditions permit. Plant will only be reallocated on a temporary basis by agreement with the WSDO.

Winter service drivers will be rostered to allow vehicles to operate on a 24 hour basis should conditions require. Stocks of salt, potassium acetate, sharp sand and winter quality fuel will be maintained at sufficient levels in the depots over the winter period to permit full-scale operations over an extended period.

During severe weather conditions the WSM will liaise directly with the Police to ensure that up to date information is available regarding travel conditions and blocked routes. All media enquiries will be directed to the Press Office of Transport Scotland.

The WSM will, where considered appropriate, make suggestions to Transport Scotland in relation to the broadcasting of information during or in response to forecast severe winter weather conditions, and shall advise winter controllers of adjacent authorities or agents accordingly.

**9.1.4 Arrangements for Safe Clearance of Snow from Wide Single Carriageways**

When clearing wide single carriageway roads, particularly those having more than two lanes, snow clearance operations must avoid the build-up of snow in the centre of the road. This should be done from the centre line out, in both directions to the left verge, and then ploughing to widen the carriageway towards verges in each direction.

**9.1.5 Arrangements for Safe Clearance of Snow Adjacent to Vertical Concrete Barriers**

The South West unit has vertical concrete barrier on the M74 between Port Eglinton Viaduct and east of junction 2A (Fullerton Road). When required to plough snow on this section, it will be ploughed from the centre reserve, by echelon ploughing across to the hard shoulder. In the sections that have a solid barrier here, over bridges, snow would either be pushed over this, or a closure will be implemented and snow removed manually or by mechanical excavator.

**9.1.6 Treatment Strategy for Footways, Footpaths, Cycle Facilities**

Clearance will be carried out manually, supported by excavators or mini ploughs as appropriate. If overnight snow is forecast, or adverse conditions are reported by drivers of Winter Service Patrols, other front line winter service plant, route inspectors, Police Scotland or other sources, sufficient resources will be mobilised early the next morning to allow the criteria in the tables below to be met.

Categories	Requirements
<b>A and B</b>	Apply de-icing treatment before 08.00 hours each morning to any ice which has formed.
<b>C</b>	Clear all ice by 17.00 hours on the same day the ice formed excluding Saturdays and Sundays when the area shall be cleared by 17.00 hours on the Monday immediately following.
<b>A, B and C</b>	Following clearance of ice or if ice has melted naturally during the day, spread anti-icing materials to prevent ice formation on the cleared surfaces in accordance with paragraph 3.1.17 of this Schedule.
<b>D</b>	These footways, footbridges and cycleways shall receive treatment when required by the Director.

*Table 7.2.E.1 – Footways, Footbridges and Cycleways Categories A, B, C and D – Response Times and Clearance Requirements for Ice*

Categories	Requirements			
	General	Between 06.00 and 18.00 hours	Between 08.00 and 17.00 hours	Out with daytime hours
A and B	Between the hours of 06.00 and 18.00, commence snow clearing as soon as practicable to prevent compaction by traffic. Ploughing should be continuous thereafter to prevent a build-up of snow.	Clear all snow within 2 hours of snow ceasing to fall. On wide routes, 1.2 metre minimum width shall be cleared initially.		Clear snow when required by the Director.
C	Between the hours of 08.00 and 17.00, commence snow clearing as soon as practicable to prevent compaction by traffic. Ploughing should be continuous thereafter to prevent a build-up of snow.		Clear all snow by 17.00 hours on the day the snow first fell excluding Saturdays and Sundays when the area shall be cleared on the Monday immediately following. On wide routes, 1.2 metre minimum width shall be cleared initially.	Clear snow when required by the Director.

Categories	Requirements			
	General	Between 06.00 and 18.00 hours	Between 08.00 and 17.00 hours	Out with daytime hours
A,B and C		<p>Following clearance of snow, spread anti-icing materials to prevent ice formation on cleared surfaces in accordance with paragraph 3.1.17 of this Schedule.</p> <p>Note brine shall not be used as the anti-icing agent where compacted snow or ice lenses remain on the surface of the route.</p>	<p>Following clearance of snow, spread anti-icing materials to prevent ice formation on cleared surfaces in accordance with paragraph 3.1.17 of this Schedule.</p> <p>Note brine shall not be used as the anti-icing agent where compacted snow or ice lenses remain on the surface of the route.</p>	
D	These footways, footbridges and cycleways shall receive treatment when required by the Director.			

*Table 7.2.E.2 Footways, Footbridges and Cycleways Categories A, B, C and D – Response Times and Clearance Requirements for Snow or Ice Occurring Together*

## 9.2 Footways, Footbridges and Cycle Facilities in Categories A, B, C and D

The locations of the footways, footbridges and cycle facilities are shown in Table 7.2.E.3 below. Plans are shown in Appendix 8.

Location Number	Route	Location	Name of street/side of street to be treated	Details of Footway		Route Centreline Length (m)			
				Start	Finish	Category A	Category B	Category C	Category D
1	A77	Symington	Hansel Village F/bridge			100	100		
2	A726	East Kilbride	Queensway	A725 junction	B761 junction	3000	3000		
3	A725	East Kilbride	Kingsway	Start of 50mph	A726 junction	3100	3100		
4	A77	Girvan	Dalrymple St	Start of Dalrymple St	Ailsa St West	260	260		
			Dalrymple St	Ailsa St West	Duncan St	560	560		
			Bennane Road	Shallochpark Roundabout	Rajput Drive			380	
			Bennane Road	Rajput Drive	Kirkpatrick St			580	
			Kirkpatrick St	Kirkpatrick St	Henrietta St			600	
			Henrietta St	Start of Henrietta St	End of Henrietta St			1640	
			Knockcushan St	End of Henrietta St	Start of Dalrymple St			440	
			Dalrymple St	Duncan St	Duff St			500	
			Dalrymple St	Duff St	Start of Glendoune St			280	
			Glendoune St	Start of Glendoune St	End of Glendoune St			700	
			Bridge St	Stumpy Corner	Car Park Entrance			680	
Vicarton St	Car Park Entrance	Railway Bridge			1240				
5	A77	Maybole	High St	Carrick St	St Cuthbert's Rd	640	640		
			Kirkoswald St	Carrick Academy	Lady Land Road			1200	
			Whitehall	Lady Land Road	Carrick St	420	420		
			Cassillis Road	Cuthbert St	End of Maybole			1140	
6	A76	Mauchline	Earl Grey St	Fire Station	Garage		450		
			Various	Whole length omitting Category B length					3750
7	A76	New Cumnock		Afton Bridgend	Roundabout		300		
				Roundabout	Garage		1100		
			Various	Whole length omitting Category B length					3500
8	A8	Greenock		Sinclair St	Bullring Roundabout		4280		
9	A78			Nelson St	Bullring Roundabout		720		
				Bullring Roundabout	Nelson St			6600	

Location Number	Route	Location	Name of street/side of street to be treated	Details of Footway		Route Centreline Length (m)			
				Start	Finish	Category A	Category B	Category C	Category D
10	A78	Wemyss Bay		Ferry Terminal			720		
				Wemyss Bay				1600	
11	A78	Largs		Safeway Roundabout	Aitken St		440		
			Main St	Aitken St	Fort St	500	500		
			Gallowgate St	Fort St	Nardini's		460		
			Haylie Brae	Dalry Road	End of Largs			1160	
			Main St	A760	Safeway Roundabout			1780	
				Nardini's	End of 40MPH			2700	
12	A737	Dalry		Townend St	New St		280		
				Start of 30MPH	Traffic Lights			1600	
				New St	End of 30MPH			1440	
13	A76	Sanquhar		Tolbooth	Leith's Garage		500		
				Outwith Category B section					1250
14	A76	Kirkconnel		Pharmacy	Car Park		500		
				Outwith Category B section					1080
15	A77	Ballantrae	Main St	Start of Ballantrae	Colmonell Junction			210	
			Main St	Colmonell Junction	Royal Hotel			330	
			Main St	Royal Hotel	Spar Shop			406	
			Main St	Spar Shop	End of Ballantrae			1100	
16	A77	Lendalfoot	Main Road	Start of Lendalfoot	End of Lendalfoot			2160	
17	A77	Kirkoswald	Main St	Start of Kirkoswald	Balvaird Road			1040	
18	A77	Minishant	Main Road	Start of Minishant	End of Minishant			1580	
19	A78	Fairlie	Main Road	Pier Road	Kaim View			2180	
19	A78	Seamill	Ardrossan Road	Summerlea Road	Merlewood Road			290	
			Ardrossan Road	Merlewood Road	Fullerton Drive			270	
			Ardrossan Road	Fullerton Drive	Hyndman Road			630	
			Ardrossan Road	Hyndman Road	Seamill Hydro Hotel			400	

Location Number	Route	Location	Name of street/side of street to be treated	Details of Footway		Route Centreline Length (m)			
				Start	Finish	Category A	Category B	Category C	Category D
			Ardrossan Road	Seamill Hydro Hotel	End of Seamill			1220	
20	A82			Dunglass	Bonhill			8400	
21	A8	Port Glasgow		Newark Roundabout	Sinclair St			7600	
22	A737/A8	Kilwinning		Within 30MPH in Kilwinning					6000
23	A737	Beith		Between 30MPH signs in Beith					400
24	A78	Skelmorlie		Skelmorlie				2300	
25	A77	Stranraer		A75 Junction	Marine GDS			370	
				Marine GDS	Bowling Green Road			200	
				Bowling Green Road	Ladies Walk			360	
				Ladies Walk	McMasters Walk			870	
				McMasters Walk	Aird Donald Caravan Park			760	
26	A75			Various			3900		
27	A77	Cairnryan		Start of Cairnryan	P&O Entrance			520	
				P&O Entrance	Woodburn Entrance			600	
				Woodburn Entrance	End of Claddyburn Terrace			260	
				Claddyburn Terrace	Petrol Station			260	
				Petrol Station	Cairnryan Port Entrance			550	
28	A75	Dunragit		Main St			1900		
29	A75	Springholm		Springholm			1900		
30	A75	Crocketford		Crocketford			900		
31	A76	Dumfries		Lincluden	Newbridge			1500	
32	A76	Closeburn		Coal Yard	Garage			500	
33	A76	Thornhill		101 Boutique	South End			400	
34	A76	Carronbridge						760	
35	A701	Heathhall		A75 Roundabout	Locharbriggs			3370	

*Table 7.2.E.3– Category A, B and C Footways, Footbridges and Cycleways within the Unit*



## 10.0 DE-ICING MATERIALS

### 10.1 Details

#### 10.1.1 *Specification, Storage & Testing Methods, Suppliers and Stock Levels*

Road salt will be 6.3mm grading particle size complying with BS 3247 and treated with an anti-caking agent, supplied by Irish Salt Sales. Salt tonnages will be reviewed with supplier at regular intervals and will be replaced prior to the salt stock reaching the minimum stock level.

Salt storage areas will be maintained to ensure the following:

- Storage in dry conditions in a roofed building at all depots, with the exception of Polmadie where it will be under a temporary cover, so that moisture content does not exceed 4%,
- No sheer faces left on stockpiles,
- Salt stockpiles do not become contaminated, and
- Salt stockpiles or adjacent operations do not affect the environment.

Within 10 days of delivery, salt will be tested at loading points in accordance with BS812:

- moisture content, particle size distribution (1 test per 500 tonnes),
- soluble sulphate compounds and chloride content (1 test per 1500 tonnes).

Salt stocks will also be monitored for moisture content at monthly intervals, and results recorded electronically.

Single size 6mm grit or coarse sand to assist traction in compacted snow conditions can be made available at all depots.

Potassium Acetate to MoD Specification 68-118, suitable for spraying on the locations identified in Appendix 12, will be stored at Polmadie depot, with small quantities drawn of for Ayr depot to allow the various footbridges to be treated by hand.

Magnesium Chloride to be used as a replacement for sodium chloride brine at times of extreme low temperatures will be available for use throughout the network. Magnesium Chloride brine will only be considered for use when temperatures are forecast to drop below -7°C and will only be used under the direction of the Winter Service Manager and with the approval of Transport Scotland. The material will be spread by conventional spreader. The minimum level of material stored at Polmadie will be 15,000 litres.

For periods where temperatures remain below -7°C and further precautionary treatment is required, magnesium chloride will be considered as an alternative to sodium chloride brine on a prioritised route basis dependant on network wide conditions and available quantities.

#### 10.1.2 *De-Icing Materials Stock*

Details of the minimum and actual salt stock levels that will be available in the unit are included in Appendix 3 of this Winter Service Plan. Polmadie depot will hold a supply of 5650T under a cover, which will be restocked as required from the stockpile held at Hamilton's yard in Larkhall.

Rock salt for brine production at a concentration of 23% will be stored at the locations shown below and will be managed so that there are sufficient stocks in place to fulfil

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contract requirements. Routes from Castle Douglas and from Lockerbie will be supplied with brine from Wayside depot, at the completion of their routes. Salt concentration in the brine will be checked each time brine is produced and recorded electronically.

Salt saturators are installed as shown in Figure 10/1, with the saturators and spreaders also acting as storage vessels.

Depot	Total Capacity (L)	Hourly production rate
Polmadie	110,000	Up to 10,000
Ayr	40,900	2,500
Wayside (Dumfries)	36,000	Up to 10,000
Stranraer	24,000	3,000

Figure 10/1

Brine production and storage has been scoped to provide sufficient brine for two precautionary treatments in a 24 hour period. Figure 10/2 below outlines the salt and brine usage for each route. This table also indicates the amount of brine required to be produced in each depot per 24 hour period.

Salt and Brine Usage per route							
Route	Route Tonnage (20g/m <sup>2</sup> )	Depot Tonnage (20g/m <sup>2</sup> )	70 % Salt (T)	30% Brine (Litres)	Brine required per depot at 20g/m <sup>2</sup> (Litres)	Brine required per depot at 40g/m <sup>2</sup> (Litres)	Depot
P20/1	5.6	75.2	3.92	1680	22,560	45,120	Polmadie
P20/2	6.3		4.41	1890			
P20/3	5.3		3.71	1590			
P20/4	5.8		4.06	1740			
P20/5	6.9		4.83	2070			
P20/6	0		0.00	0			
P20/7	7.5		5.25	2250			
P20/8	6.9		4.83	2070			
P20/9	7.8		5.46	2340			
P20/10	6.8		4.76	2040			
P20/11	4.7		3.29	1410			
P20/12	5.3		3.71	1590			
P20/13	6.3		4.41	1890			
A20/1	6.6	30.8	4.62	1980	9,240	18,480	Ayr
A20/2	7.6		5.32	2280			
A20/3	8.3		5.81	2490			
A20/4	8.3		5.81	2490			
L20/1	10.7	27.0	7.49	3210	8,100	16,200	Dumfries
W20/1	6.7		4.69	2010			
C20/1	9.6		6.72	2880			
S20/1	10.0	21.4	7.00	3000	6,420	12,840	Stranraer
S20/2	11.4		7.98	3420			
Total	154.4	154.4	108.08	46,320	46,320	92,640	

Figure 10/2 Brine Requirements

## 11.0 STRATEGIC SALT STOCKS

### 11.1 Details

When instructed by Transport Scotland, Scotland TranServ will carry out the following:

1. seek prices from all salt suppliers to ensure value for money
2. manage and maintain the strategic salt stocks on behalf of the Director including accurate stock monitoring using an approved weigh bridge facility
3. arrange haulage of strategic salt stocks from the initial delivery point to the strategic salt stock depots
4. maintain accurate records of quantities and their locations
5. undertake stock rotation to avoid deterioration of the salt
6. liaise with all relevant third parties, such as local authorities, to ascertain their need for supplies of strategic salt
7. make arrangements with such third parties for loading and haulage of, and 24 hours a day, seven days a week access to the strategic salt, and
8. Invoice all such third parties for all costs relating to the provision of strategic salt stocks on behalf of the Director.

At present a quantity of strategic salt is stored within the south west unit as detailed in table below. In conjunction with Transport Scotland, this will be kept under constant review.

<b>Stockpile Location</b>	<b>Quantity stored (T)</b>
Wm Hamilton at Larkhall	44,600
King George V docks	24,000

## 12.0 WINTER SERVICE PLANT

### 12.1 Winter Service Plant

All front line and reserve winter service vehicles are fitted with data loggers and Masternaut GPS which provides records of driver time, distance travelled, treating/not treating, spread rate and width, all continuously referenced to the Ordnance Survey grid. The duty Supervisor will download the data logger information each morning after a treatment has been carried out. The outputs will be retained electronically.

In the event of a data logger malfunction, equivalent manual records will be produced within 12 hours. The duty Supervisor will update the register for recording data logger malfunctions. The Fleet Manager will review the register and will raise a Corrective Action Request where appropriate, copied to PAG, and will investigate the reason for the data logger malfunction. On completion of the investigation the Fleet Manager will initiate the appropriate action to close out the Corrective Action Request.

#### 12.1.1 *Front Line and Reserve Winter Service Plant*

Details of front line and reserve winter service plant are given in Appendix 4.

#### 12.1.2 *Additional Winter Service Plant*

During severe conditions the WSDO, after consultation with the WSM, may instruct the duty Supervisor to mobilise additional resources to assist in snow clearing operations.

Loading shovels and trucks, as appropriate, will be utilised from local contractors, haulage companies and external plant hirers to supplement additional in-house resources. Stand-by contracts will be entered into with plant suppliers to ensure that equipment can be made available at short notice to respond to emergency situations or protracted periods of inclement weather.

Details of additional winter service plant resources and contacts are given in Appendix 4.

#### 12.1.3 *Loading Winter Service Plant*

Details of loading winter service plant are given in Appendix 4.

### 12.2 Calibration of Winter Service Plant

#### 12.2.1 *Calibration arrangements and procedures*

Independent calibration of front line and reserve winter service vehicles to BS1622 will be carried out in September and in January of each winter service period in the base depot for that item of plant, by the spreader manufacturers, for the specific materials used. Re-calibration and testing will be carried out after repairs to spreading equipment and at other times when necessary to ensure the accuracy of de-icing material spreading.

Calibration testing in September will comply with tests A and B while calibration testing in January should comply with test B of BS1622.

#### 12.2.2 *Calibration records*

Calibration certificates will be held electronically in accordance with our Integrated Management System.

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## 13.0 COMPOUNDS, DEPOTS AND FACILITIES

### 13.1 Schedule of depots and facilities

A schedule of depots and their facilities is included within Appendix 5.

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## 14.0 MAPS, DRAWINGS AND GRAPHICAL INFORMATION

Maps of treatment, patrol, reactive footway and ploughing routes are included at Appendices 2, 4, 8 and 10 respectively.

1. A82 Alexandria Bypass - Alt. 40 - Dual Cameras
2. A898 Erskine Bridge - Alt. 31
3. M8 Kinning Park - Alt. 10
4. M8 Riddrie - Alt. 80
5. M74 Rutherglen
6. A725 Crossbaskets - Alt. 117
7. M8 Bishopton (Erskine) - Alt. 35 - Dual Cameras
8. A8 Port Glasgow - Alt. 10 - Dual Cameras
9. A78 Gourock - Alt. 40 - Dual Cameras
10. A78 Ardrossan - Alt. 5
11. A737 Highfield - Alt. 80 - Dual Cameras
12. A737 Howwood - Alt. 40
13. M77 Newton Mearns - Alt. 80
14. A77 Kilmarnock - Alt. 80
15. A77 Dutch House - Dual Cameras
16. A76 Cumnock - Alt. 140
17. M74 Millbank - Alt. 190 - Dual Cameras
18. A75 Collin - Alt. 11 - Dual Cameras
19. A701 Southerly Ridge - Alt. 165 - Dual Cameras
20. A76 Closeburn - Alt. 70 - Single Camera
21. A76 Kirkconnel - Alt. 160
22. A75 Crocketford - Alt. 120 - Dual Cameras
23. A75 Knockbren - Alt. 40
24. A75 Drumflower - Alt. 15 - Dual Cameras
25. A77 Glen App - Alt. 165
26. A77 Turnberry - Alt. 10
27. A77 Crossragual - Alt. 116 - Dual Cameras
28. M74 Canderside - Alt. 180
29. A75 Gretna - Alt. 27 - Dual Cameras
30. A78 Sharphill - Alt. 85 - Dual Cameras
31. M8 St James Interchange - Alt. 8
32. A76 Blackwood Farm - Alt. 205 - Dual Cameras

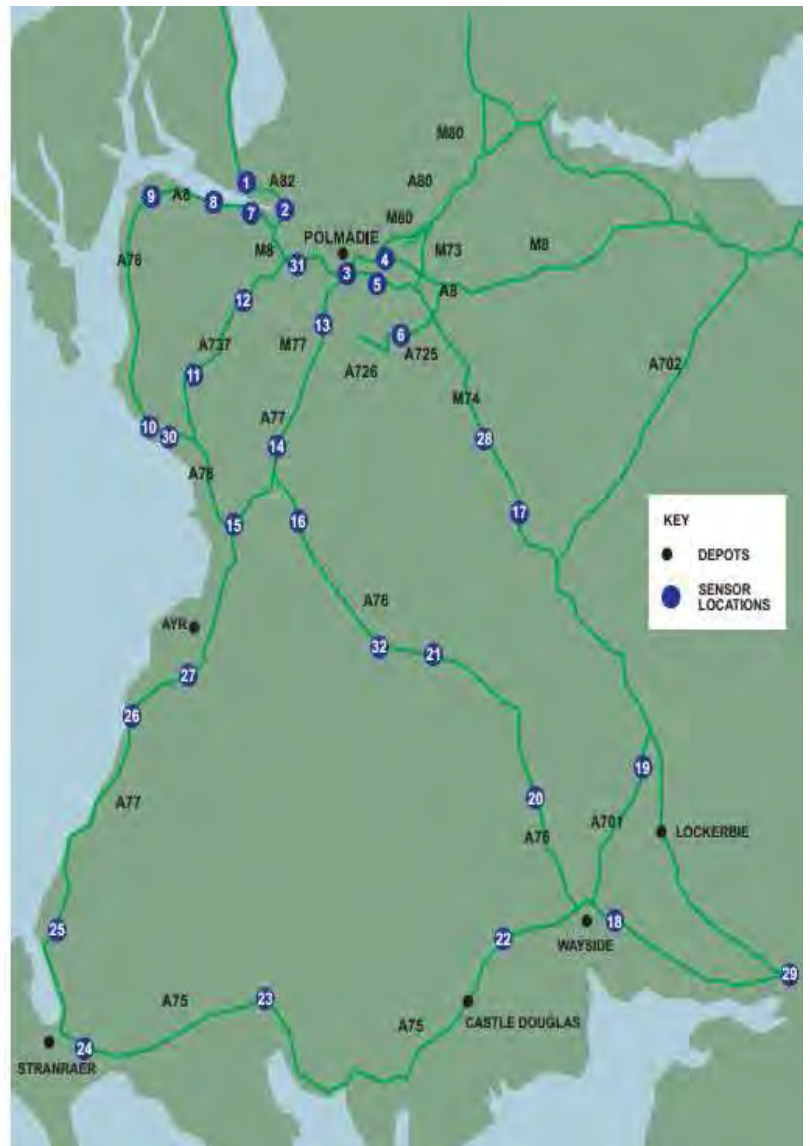


Figure 14/1 Depots and Road Sensor Sites



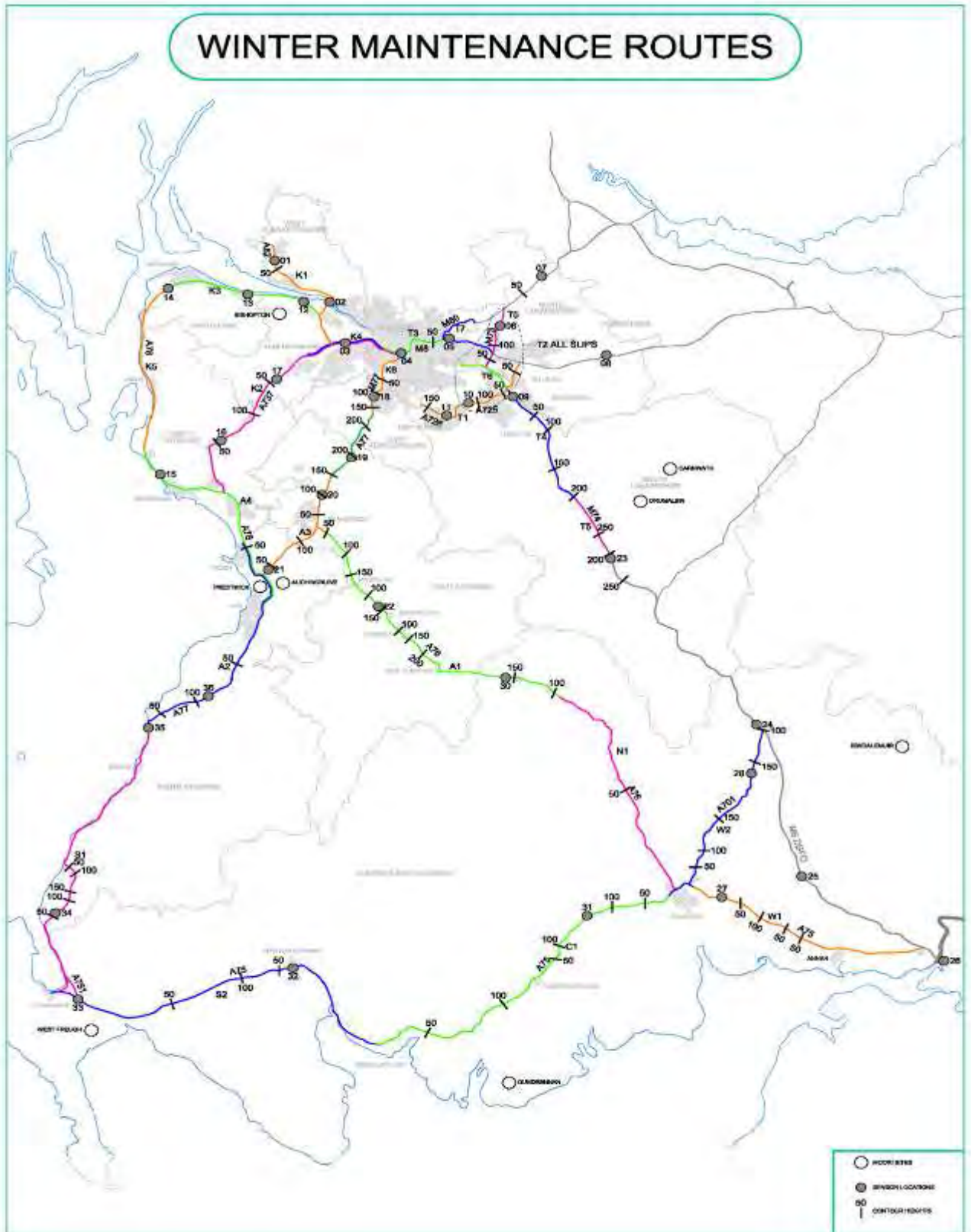


Figure 14/2 Route Heights



Figure 14/3 Snow, Ice and Hidden Message Signs



Figure 14/4 Salt Bins

## 15.0 COMPILING AND MAINTAINING RECORDS

The following list identifies typical records required, which will be held electronically:

- (i) decisions taken, when and by whom,
- (ii) planned and actual treatment records,
- (iii) planned and actual response times achieved,
- (iv) planned and actual commencement times,
- (v) planned and actual route times,
- (vi) planned and actual spread rates,
- (vii) observations and actions taken by the Winter Service Patrols,
- (viii) output from Winter Service Plant on-board data capture devices,
- (ix) Winter Service Plant down time and software faults,
- (x) Winter Service Plant deployment records (including vehicle location records) and driver and operator logs,
- (xi) logs (both manual and electronic) for telephone, electronic mail and two way communication calls,
- (xii) loading point de-icing stocks and replenishment orders,
- (xiii) ice prediction system Records,
- (xiv) weather forecasts and actual weather experienced,
- (xv) complaints by members of the public and Trunk Road users,
- (xvi) accidents during winter conditions,
- (xvii) road closures due to winter conditions,
- (xviii) weights and volumes as appropriate for the amount of de-icing material(s) spread for each route,
- (xix) pre- and mid-season road sensor calibration systems,
- (xxi) Winter Service Plant calibration certificates, and
- (xxii) actual salt stocks held including strategic salt stocks.

Appendix 7 of this WSP details recording proforma.

Within 24 hours of completing each precautionary salting operation or other snow or ice removal operation reports will be completed and held electronically. The reports will detail the summary forecast and actual weather data, planned and actual spread rates, planned and actual commencement times, completion times for each route, amount of de-icing material spread on each route and any other relevant information.

These records will be updated daily and held in a shared electronic storage facility, providing a remote access facility for the Director and the Performance Audit Group.



## 16.0 SNOW POLES

There are currently no snow poles within the South West Unit. The provision of snow poles will be kept under constant review and should the situation change, recommendations will be made to the Director.

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## 17.0 SNOW GATES

There are currently no snow gates within the South West Unit. The provision of snow gates will be kept under constant review and should the situation change, recommendations will be made to the Director.

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## **18.0 VARIABLE MESSAGE, SNOW, ICE AND HIDDEN MESSAGE SIGNS**

### **18.1 Operating and liaison procedures**

In the event of severe weather conditions the use of Traffic Scotland variable message signs may be requested, where appropriate. Our WSDO will contact the Traffic Scotland Operator to request this, after consultation with our WSM.

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## 19.0 SALT BINS

### 19.1 Stock level monitoring and replenishment procedures

Salt bins will be provided at the locations detailed below between late September and 15<sup>th</sup> May in each annual period. Stock levels at these bins will be monitored during the weekly safety inspections and replenished as necessary to ensure sufficient supply is always available for public use.

Damaged or missing salt bins will be replaced within 48 hours of this being identified.

At the end of each winter season, the salt bins will be collected and taken to the nearest depot for emptying, washing and greasing of hinges,

No.	Location	Size
1	A75 Springholm, at the shop	0.5m <sup>3</sup>
2	A75 Crocketford at A712 junction	0.5m <sup>3</sup>
3	A76 Thornhill at the cross	0.5m <sup>3</sup>
4	A76 Carronbridge at Sawmill junction	0.5m <sup>3</sup>
5	A76 Sanquhar at Bus stop near post office	0.5m <sup>3</sup>
6	A76 Kirkconnel at Needle St junction	0.5m <sup>3</sup>
7	A76 New Cumnock South at Bridgend	0.5m <sup>3</sup>
8	A76 New Cumnock North at Pathhead	0.5m <sup>3</sup>
9	A76 Mauchline at the cross	0.5m <sup>3</sup>
10	A701 Locharbriggs at Library access	0.5m <sup>3</sup>

*Figure 19/1 Salt Bin Locations*

Transport Scotland have identified a requirement to provide additional locations where salt heaps maybe applicable. While these are identified below, it is proposed that these locations are covered by a 7.5T vehicle with sufficient staff to spread materials as required. These resources would be made ready at times when the weather forecast has intimated that significant falls of snow are anticipated, and dispatched under the direction of the WSDO when conditions dictate their use.

No.	Location
1	A76 New Cumnock to Rigg Farm
2	A76 from Skerrington roundabout to Templeton Roundabout
3	M77 southbound from junction 3 to junction 4
4	A737 Risk Brae, from Howwood to Roadhead roundabout
5	A725 Whistleberry roundabout to East Kilbride
6	M74 southbound from junction 10 to junction 12
7	A75 Glen Luce Bypass
8	A75 The Glen to the west of Dumfries

*Figure 19/2 Additional Locations*

## 20.0 SALT MEASUREMENT APPARATUS

### 20.1 Equipment and locations and recording methods

The total quantity of de-icing materials spread on each occasion on each precautionary treatment route will be recorded by weighing facilities located at each of the loading points. The amount of brine and salt comprised in the total amount will be assessed and correlated and will be supplied to Transport Scotland through the recently established salt portal. The records will be held electronically with remote access provided to Transport Scotland and PAG.

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*Appendix 1*

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**Winter Constructional Plant for Winter Service Patrols**

**Winter Service Patrol Routes**

**Winter Service Patrol Report Record**

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**Table 7.2.J.1 Winter Constructional Plant for Winter Service Patrols**

Winter Constructional Plant	Depot Location	Specification	Quantity
Fixed salting vehicle FM13 DGE	Polmadie	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFK	Polmadie	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFL	Polmadie	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFN	Polmadie	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFP	Polmadie	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFO	Ayr	6m <sup>3</sup>	1
Fixed salting vehicle FM13 DFU	Ayr	6m <sup>3</sup>	1

**Winter Service Patrol Routes:**

POLMADIE P1A – M8 Jct 10 - 21, M77 Jct 1 – 5, M80 Jct 1 - 3

POLMADIE P2A – M74 Jct 6 - 12, A725 Whistleberry - A726 Eaglesham

POLMADIE P3A – M74 Jct 3 - A8 Langbank, M898, A898 Erskine Bridge

POLMADIE P1B – A737 Polmadie - Kilwinning and A76 Kilmarnock - Cumnock

AYR A1B – A76 Cumnock - Dumfries and A75 Dumfries - M6 Junction

AYR A2B – A77 Girvan - Stranraer and A75 Stranraer - Gatehouse of Fleet

AYR A3A – A77 Whitletts - Meiklewood, A78 Dutchhouse - Pennyburn

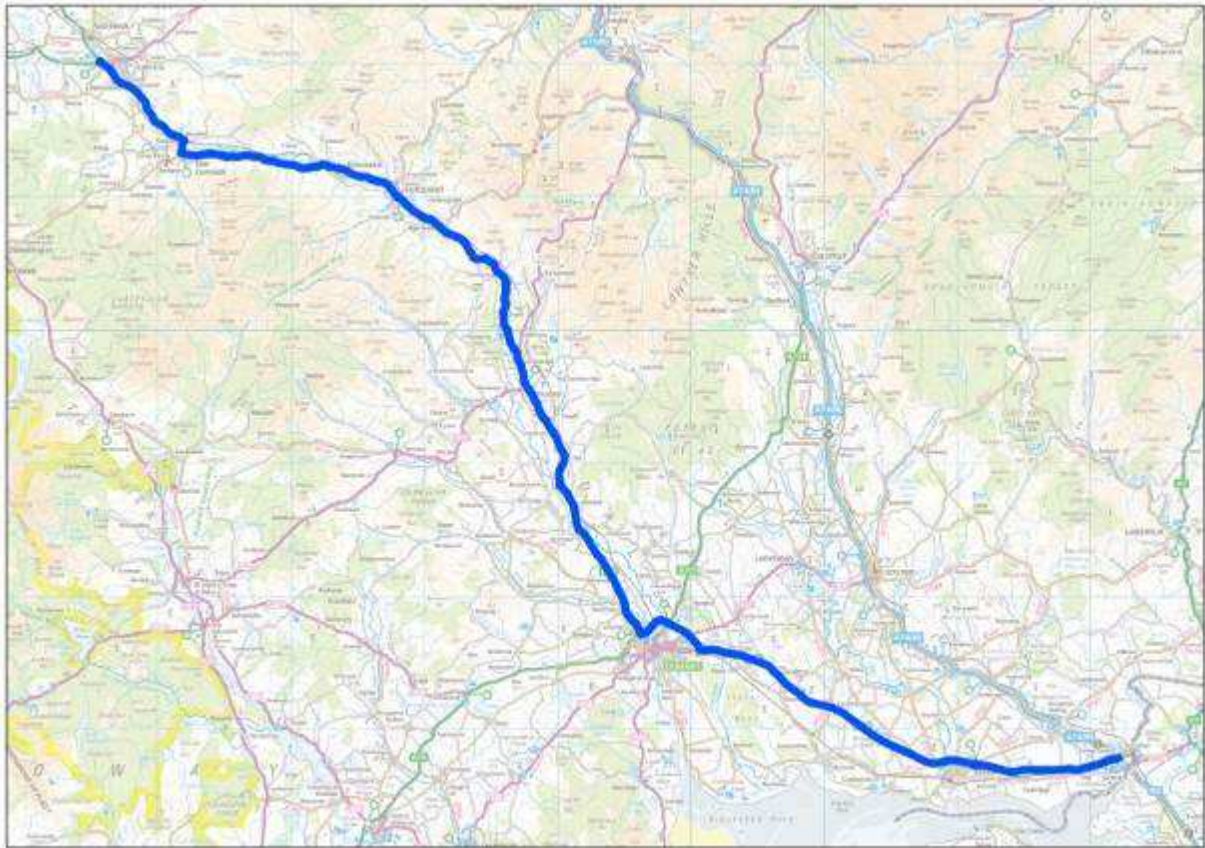


**Cat B Patrol Route Ayr A1B**

**A76 Cumnock – Dumfries and A75 Dumfries – M6 Junction**

Route No	AYR B-1	Time to Route (min)	28
Depot	Ayr	Patrol Length (Km)	112
Depot to Route (Km)	28	Av. Patrol Speed (Km/hr)	60
Route to Depot (Km)	81	Route Time (Hrs)	2.35 hrs

Depot	Description
Ayr	Depot to A76 A70 roundabout at Cumnock
	A76 to A75 roundabout at Dumfries
	A75 Dumfries to Eastern end of Collin Bypass, turn and return to Dumfries A75 A780 roundabout
	A75 East to Gretna
	Turn and return to western end of Gretna Bypass



**Cat B Patrol Route Ayr A2B**

**A77 Stranraer - Girvan and A75 Stranraer - Gatehouse of Fleet**

Route No	AYR B-2	Time to Route (min)	45
Depot	Ayr	Patrol Length (Km)	125
Depot to Route (Km)	39	Av. Patrol Speed (Km/hr)	60
Route to Depot (Km)	150	Route Time (Hrs)	2.25 hrs

Depot	Description
Ayr	Depot to Shallochmill roundabout
	Shallochmill roundabout to stair Drive , Stranraer to Kirkcowan junction B733
	Turn and travel west to end of dual carriageway and turn in layby
	Travel east on A75 to Gatehouse of Fleet then to Stair Dr, Stranraer then A77 to Shallochmill roundabout





**Cat B Patrol Route Polmadie P1B**

**A737 Linwood – Kilwinning and A76 Kilmarnock - Cumnock**

Route No	Polmadie B-1	Time to Route (min)	15
Depot	Polmadie	Patrol Length (Km)	112
Depot to Route (Km)	21	Av. Patrol Speed (Km/hr)	60
Route to Depot (Km)	21	Route Time (Hrs)	2.0 hrs

Depot	Description
Polmadie	Depot to St James Interchange
	A737 from St James Interchange
	Travel A737 and A78, A71 to A76 at Bellfield Kilmarnock
	A76 to roundabout at New Cumnock
	Turn and A76 to A77 Bellfield
	Return via A71, A78 to Kilwinning
	A737 from Kilwinning to M8 St James Interchange
	St James Interchange to Depot



**Cat A Patrol Route Polmadie P1A**

**M8 Jct 10 - M77 Jct 5 and M80 Jct 1 - Jct 3**

Route No	POLMADIE A-1	Time to Route (min)	10
Depot	Polmadie	Patrol Length (Km)	61
Depot to Route (Km)	15	Av. Patrol Speed (Km/hr)	87
Route to Depot (Km)	15	Route Time (mins)	45

Depot	Description
Polmadie	M8 junction 10 to M77 jct 5, then turn and travel via M8 Kingston Bridge to junction 13, then travel M80 to junction 3 and return to M8 and proceed eastbound to junction 10.



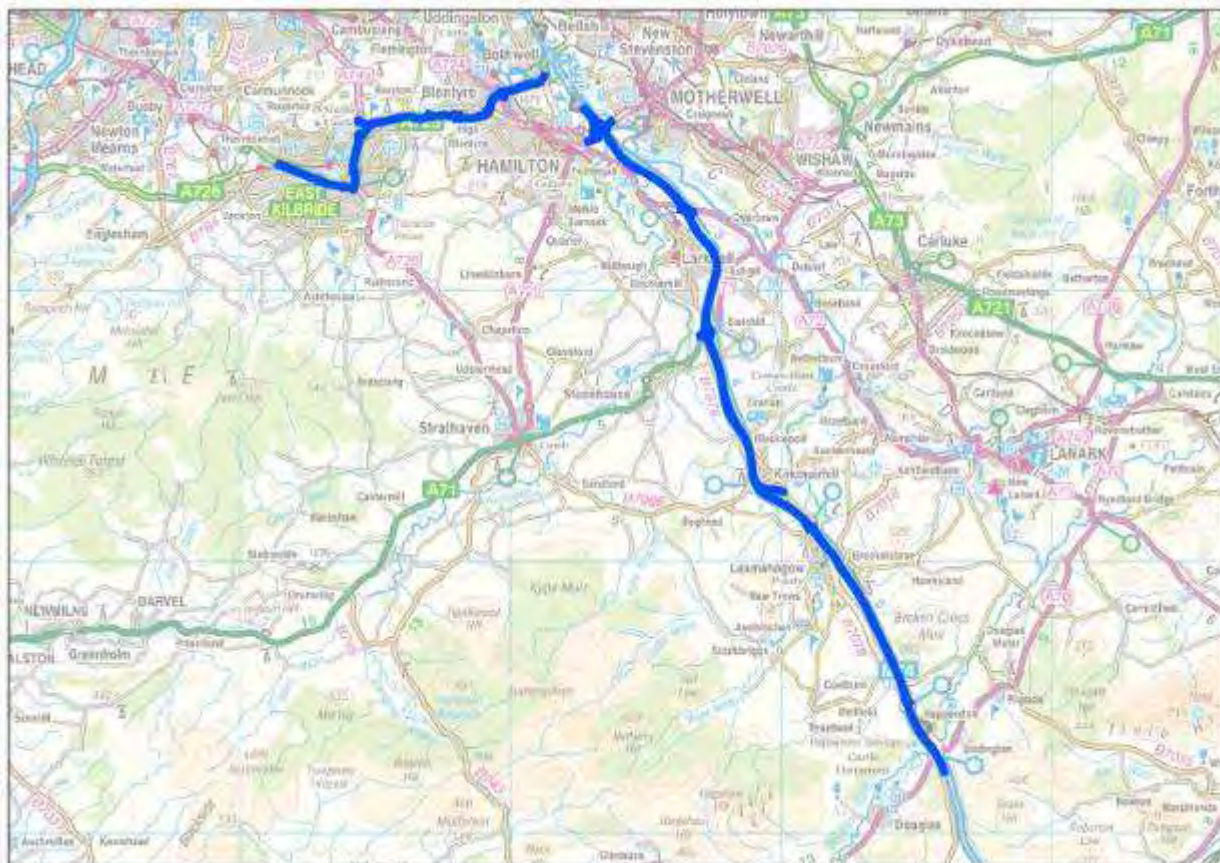


**Cat A Patrol Route Polmadie P2A**

**A725 Whistelberry - A726 and M74 Jct 6 - Jct 12**

Route No	POLMADIE A-2	Time to Route (min)	15
Depot	Polmadie	Patrol Length (Km)	88
Depot to Route (Km)	19	Av. Patrol Speed (Km/hr)	88
Route to Depot (Km)	19	Route Time (mins)	60

Depot	Description
Polmadie	A725 Whistleberry toll to A725 Whirlies then on to A726 to MacDonalds roundabout and turn. Patrol A726 and A725 to Whistleberry then on to M74 s/b to jct 12 and turn and patrol M74 back to junction 5 and then take A725 to Whistleberry toll.

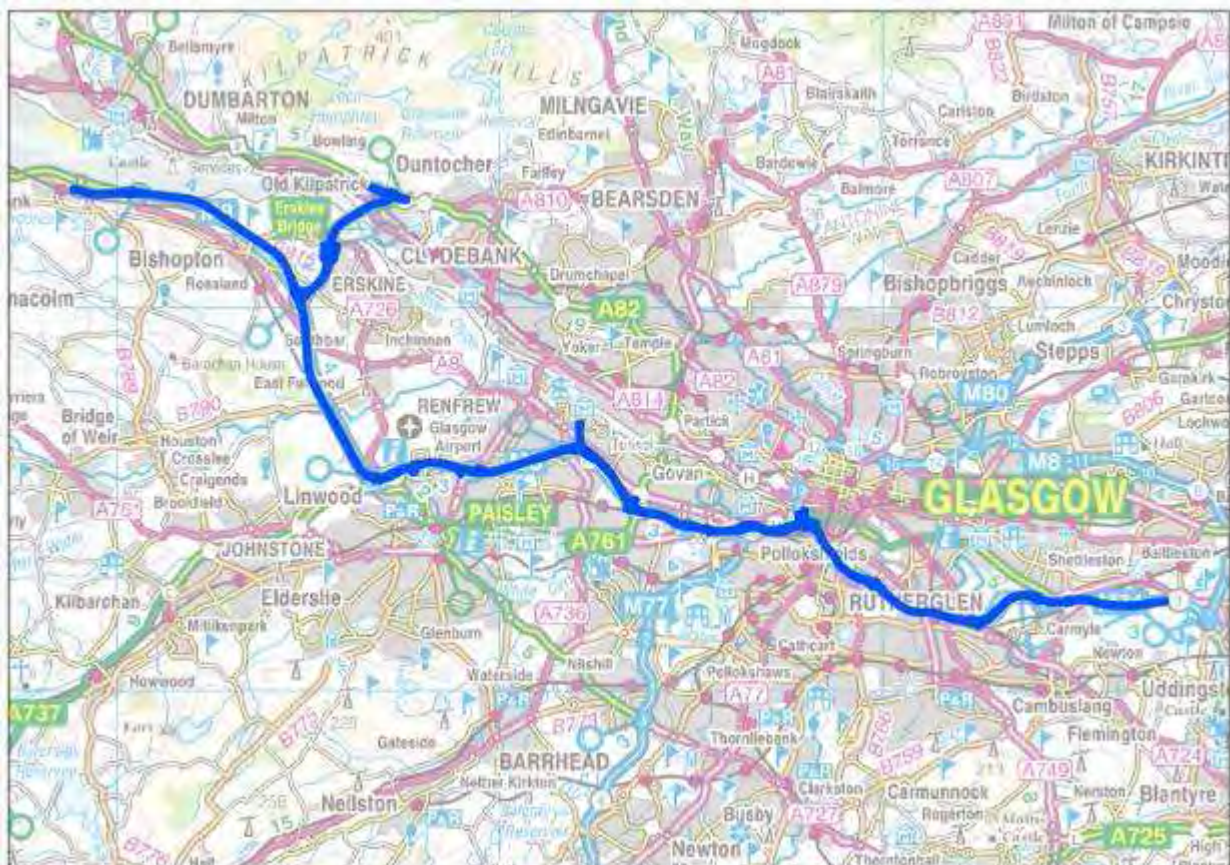


**Cat A Patrol Route Polmadie P3A**

**M74 Jct 1 – 3, M8 - A8 Langbank, M898 and A898 Erskine Bridge**

Route No	POLMADIE A-3	Time to Route (min)	10
Depot	Polmadie	Patrol Length (Km)	82
Depot to Route (Km)	11	Av. Patrol Speed (Km/hr)	80
Route to Depot (Km)	10	Route Time (mins)	58

Depot	Description
Polmadie	M74 jct 3 to M8 then A8 Langbank, then turn and proceed M8 e/b and then on M898 and over A898 Erskine Bridge, then turn and proceed over A898 Erskine Bridge then on to M8 e/b and then M74 e/b to jct 3.





**Cat A Patrol Route Ayr A3A**

**A77 Whitletts - Meiklewood, A78 Dutchhouse - Pennyburn**

Route No	AYR A-3	Time to Route (min)	30
Depot	Ayr	Patrol Length (Km)	82
Depot to Route (Km)	32	Av. Patrol Speed (Km/hr)	85
Route to Depot (Km)	30	Route Time (mins)	58

Depot	Description
Ayr	Depot to A77 Meiklewood interchange to A77 Dutchhouse roundabout to Whitletts roundabout to Dutchhouse to A78 Monktonhead to Pennyburn roundabout to Dutchhouse roundabout to Meiklewood Interchange.





**Winter Service Patrol Report Record**

**Table 7.2.J.3 – Winter Service Patrol Report Record**

**Patrol Route..... Date..... Information checked by.....**

Winter Service Patrol start and end time	Weather conditions for Winter Service Patrol route		Assessed road condition (by driver) (X)				Assessed residual salt level (by driver) (X)			Action implemented (use symbols provided below)*						Route salted prior to patrol (X)		
	Air (°C)	Road Surface temperature (°C)	Snow	Icy	Wet	Dry	High	Medium	Low	Action code	Treatment Type	Spread rate (g/m <sup>2</sup> )	Approximate location of salting or other action	Treatment Start Time	Treatment End Time	Yes	No	Time of salting

\*Action symbols:

- |   |  |   |  |
|---|--|---|--|
| 1 | Spot treatment as instructed by the Winter Service Duty Officer. | 2 | Spot treatment as determined by driver.  |
| 3 | Route treatment as advised by the Winter Service Duty Officer.   | 4 | Route treatment as determined by driver.   |
| 5 | Attend to runoff or seepage on surface.                          | 6 | Remove obstruction (e.g. dead dog, fallen tree, and other obstructions.) from surface. |
| 7 | Pre-wetted Salt  | 8 | Dry Salt   |
| 9 | Potassium Acetate  |   |  |

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*Appendix 2*

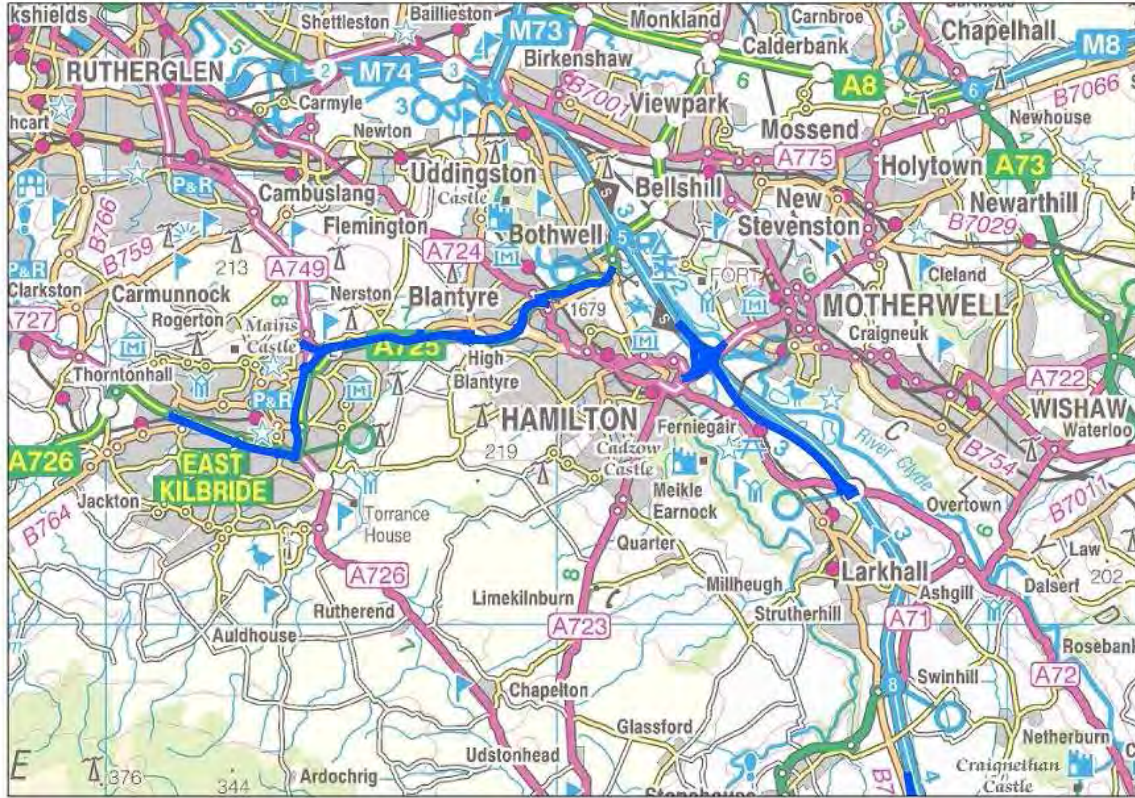
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**Precautionary Treatment Routes**

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Route No	Depot	Vehicle Registration	Description	Depot to Route (km)	Time to route (min)	Treated length (km)	Av speed (km/hr)	Route time (min)	Alternative access	Av width (m)	Route tonnage 20gms	Treatment type
1	Polmadie	FM63CYJ	A725 Whistleberry to A726 East Kilbride and J6 area	15	20	44.3	25	105	Ayr	6.3	5.6	Prewet
2	Polmadie	FN13DFY	M74 J1 - J3A	11	15	43.9	24	110	Ayr	7.2	6.3	Prewet
3	Polmadie	FH13RPX	M8 J13 -J26 and M80	24	20	39.0	26	90	Ayr	6.8	5.3	Prewet
4	Polmadie	FM13DFX	M74 J7 - J10	22	15	32.9	36	55	Ayr	8.7	5.8	Prewet
5	Polmadie	FH13RNN	M74 J6 - J12	27	20	39.2	26	90	Ayr	8.8	6.9	Prewet
7	Polmadie	FM13RPU	M8 J10 – J19 and M80	15	20	52.5	35	90	Ayr	7.1	7.5	Prewet
8	Polmadie	FM13DFE	M8 J29 - M898 and A82	14	15	50.0	35	85	Ayr	6.9	6.9	Prewet
9	Polmadie	FL63KUG	M8 J29 - J22 and A737 to Kilwinning	13	20	55.0	32	104	Ayr	7.1	7.8	Prewet
10	Polmadie	FH13DFG	M8 J30 - A8 Cartsdyke roundabout and A82 slips	20	18	48.6	32	90	Ayr	7.0	6.8	Prewet
11	Polmadie	FN63CYH	A737 slips and M8 J29 - J24	13	18	33.5	37	55	Ayr	6.9	4.7	Prewet
12	Polmadie	FH13RPO	A78 Cartsdyke Greenock - Hunterston	38	40	38.9	45	97	Ayr	7.6	5.3	Prewet
13	Polmadie	FL63KUH	M77	5	10	43.9	45	85	Ayr	7.2	6.3	Prewet
14	Polmadie		East Kilbride footways	10	20	10.0	9	70	Ayr	3		Brine
15	Polmadie	FN06BZE	Erskine, White Cart, Kingston and St James	13	20	16.4	11	90	Ayr	5.3	1.4	Potassium Acetate
1	Ayr	FH13RPY	A76 Crossroads - Sanquhar	16	30	45.2	29	95	Dumfries	7.3	6.6	Prewet
2	Ayr	FH13RPZ	A77 Ayr - Girvan	12	18	53.4	35	90	Stranraer	7.1	7.6	Prewet
3	Ayr	FM13DFZ	A77 Ayr - Kilmarnock and A76 Kilmarnock - Crossroads	6	10	59.0	36	95	Polmadie	7.0	8.3	Prewet
4	Ayr	FH13RPV	A78 Ayr - Hunterston	8	10	56.0	45	75	Polmadie	7.4	8.3	Prewet
5	Ayr		A77 Maybole and Girvan footways									Brine
6	Ayr		A78 Largs Footway									Brine
1	Dumfries	FM13DFF	A701 and A76 Dumfries - Sanquhar	22	25	76.9	44	105	Dumfries	7.0	10.7	Prewet
2	Dumfries	FH13RNO	A75 Dumfries - Gretna	3	6	48.7	39	75	Lockerbie	7.0	6.7	Prewet
1	Castle Douglas	FM13DFJ	A75 Gatehouse of fleet - Dumfries	22	30	62.7	44	85	Dumfries	7.7	9.6	Prewet
1	Stranraer	MX58AOR	A77 Stranraer - Girvan	3	6	55.9	35	95	Ayr	8.3	8.3	Prewet
2	Stranraer	MX58AOS	A75 Stranraer - Gatehouse	3	6	75.7	39	115	Castle Douglas	7.5	11.4	Prewet

**Route P20/1**



Section ID	Stage	Route	Description
Section A	1	Travel	Leave depot and travel M74 to A725 Whistleberry roundabout
	2	Treat	Treat A725 from River Clyde bridge to Whirlies and then A726 to East Mains roundabout circulating roundabouts on route, include Whirlies bypass S/B and Treat A725 s/b to River Clyde Bridge
	3	Travel	Travel A725 southbound to Whistleberry S/B offslip
	4	Treat	Treat A725 Whistleberry S/B off slip
	5	Travel	Travel Whistleberry Rd to Glasgow Rd
	6	Treat	Treat S/B on slip from Glasgow Rd
	7	Travel	Travel A725 to Main St S/B off slip
	8	Treat	Treat A725 Main St S/B off slip and S/B on slip, continue Treat through dedicated lane
	9	Treat	Treat S/B off slip at Douglas St and S/B on slip
	10	Travel	Travel A725 S/B to A725 / A749 Mavor Split (Bear right)
	11	Treat	Treat from A725 to A749 Mavor (turnabout Mavor)
	12	Treat	Treat from A749 Mavor to A725 Whirlies bypass join
	13	Travel	Travel A725 N/B to Hamilton Rd
	14	Treat	Treat N/B off slip to Hamilton Rd
	15	Travel	Travel Stoneymeadow Rd and rejoin A725 at Nerston Rd end and travel A725 N/B to off slip at Douglas St
	16	Treat	Treat N/B off slip at Douglas St and N/B on slip
	17	Travel	Travel A725 to Main St N/B off slip
	18	Treat	Treat A725 Main St N/B off slip and N/B on slip
	19	Travel	Travel A725 N/B to Craighead off slip
	20	Treat	Treat A725 N/B Craighead off slip
	21	Travel	Travel Craighead Rd to Whistleberry Rd to Glasgow Rd to roundabout at Forrest St, turn around to Glasgow Rd N/B onslip

Section ID	Stage	Route	Description
	22	Treat	Treat Glasgow Rd N/B on slip
	23	Travel	Travel A725 N/B to Craighead off slip
	24	Travel	Travel Craighead Rd to Whistleberry Rd to Glasgow Rd to roundabout at Forrest St, turn around to Glasgow Rd N/B on slip splitter
	25	Treat	Treat Glasgow Rd N/B on slip splitter
	26	Travel	Travel A725 to off slip at Craighead Rd, travel off slip
	27	Treat	Treat Craighead Rd N/B on slip
Section B	28	Travel	To M74 Jct 6 S/B off slip
	29	Treat	Main carriageway from Jct 6 S/B off slip to Jct 7 S/B off slip
	30	Treat	Junction 7 S/B offslip to right hand lane
	31	Travel	Turn right and return M74 N/B on slip Jct 7
	32	Treat	M74 Jct 7 on/slip to main c/way
	33	Travel	M74 Jct 6 N/B off slip to Hamilton
	34	Treat	M74 Jct 6 off slip to Hamilton N/B
	35	Travel	To roundabout and return to M74 S/B Jct 6 on slip from Hamilton
	36	Treat	M74 Jct 6 S/B on slip from Hamilton
	37	Travel/Treat	M74 S/B Jct 7 off slip ( <b>Treat left hand lane at top of slip</b> ) and return Jct 7 N/B on slip and travel to Jct 6 off/slip (caution when returning to N/B on slip from off slip)
	38	Treat	M/4 Jct 6 off slip to Motherwell N/B
	39	Travel	Turn to Airbles Rd, Tinkers Lane, A723 W/B To M74 N/B Jct 6
	40	Treat	M74 Jct 6 on slip N/B from Motherwell, treat lane 1 and hardshoulder to boundary with DBFO
	41	Travel	End of route, return to depot



**Route P20/2**



Section ID	Stage	Route	Description
Section A	1	Treat	Treat M74 Jct 1a S/B on slip
	2	Travel	Travel M74 S/B to Jct 2 off slip
	3	Treat	Treat M74 Jct 2 S/B off slip
	4	Treat	Treat M74 Jct 2 S/B on slip
	5	Travel	Travel southbound to Jct 2A off slip
	6	Treat	Treat M74 Jct 2A S/B off slip
	7	Treat	Treat M74 Jct 2A S/B on slip
	8	Travel	M74 N/B to A763 Jct 3
	9	Treat	M74 Jct 3 off slip to Carmyle then turn right
	10	Travel	A763 Carmyle to M74 S/B on slip
	11	Treat	M74 Jct 3 S/B on slip
	12	Travel	To M74 Jct 3A N/B on slip
	13	Treat	Treat M74 northbound from Jct 3a to M8 and slip road on to M8 lane 2 and 3 to Jct 23 off slip
	14	Travel	Travel M8 W/B to Jct 23 and U-turn and travel M8 E/B to start of M74 S/B carriageway
	15	Treat	Treat M74 S/B to M74 Jct 3a lanes 2 and 3
	16	Treat	Treat M74 N/B from Jct3 to Jct 1 hardshoulder and lane 1
	17	Treat	Treat M74 Jct 1 N/B off slip
	18	Travel	Travel Carnoustie St, Scotland St, West St and Wallace St to M74 S/B on slip
	19	Treat	Treat M74 Jct 1 S/B on slip

Section ID	Stage	Route	Description
	20	Treat	Treat M74 S/B to M74 Jct 3a hard shoulder and lane 1
	21	Travel	Travel to M74 Jct 2a N/B off slip
	22	Treat	Treat M74 Jct 2a N/B off slip
	23	Treat	Treat M74 Jct 2a N/B on slip
	24	Travel	Travel to M74 Jct 2 N/B off slip
	25	Treat	Treat M74 Jct 2 N/B off slip
	26	Treat	Treat M74 Jct 2 N/B on slip
	27	Travel	Travel to M74 Jct 1a N/B off slip
	28	Treat	Treat M74 Jct 1a N/B off and N/B on slip
	29	Travel	Travel to M74 N/B to Jct 1 and U-turn
	30	Travel	Travel M74 S/B to Jct 1a
	31	Treat	Treat M74 Jct 1a S/B off slip lanes 3 and 4
	32	Treat	Treat M74 Jct 1a splitter island at foot of S/B on slip
	33	Travel	Travel M74 S/B to Jct 2a and U-turn and travel M74 N/B to Jct 2
	34	Treat	Treat M74 N/B Jct 2 off slip splitter island at foot of slip road
	35	Travel	Travel Cambuslang Rd and U-turn where suitable
	36	Treat	Treat M74 Jct 2 splitter island at foot of N/B on slip
	37	Travel	Travel M74 N/B to Jct 1a
	38	Treat	Treat M74 N/B Jct 1a off slip splitter island at foot of slip road
	39	Travel	Travel Polmadie Rd and U-turn where suitable
	40	Treat	Treat M74 Jct 1a splitter island at foot of N/B on slip
	41	Travel	Travel M74 N/B to Jct 1 and U-turn and travel M74 S/B to Jct1a
	42	Treat	Treat M74 Jct 1a splitter island at foot of S/B off slip
	43	Travel	Travel Polmadie Rd and U-turn where suitable
	44	Travel	Travel M74 S/B to Jct 2
	45	Treat	Treat M74 S/B Jct 2 off slip splitter island at foot of slip road
	46	Travel	End of route, return to depot



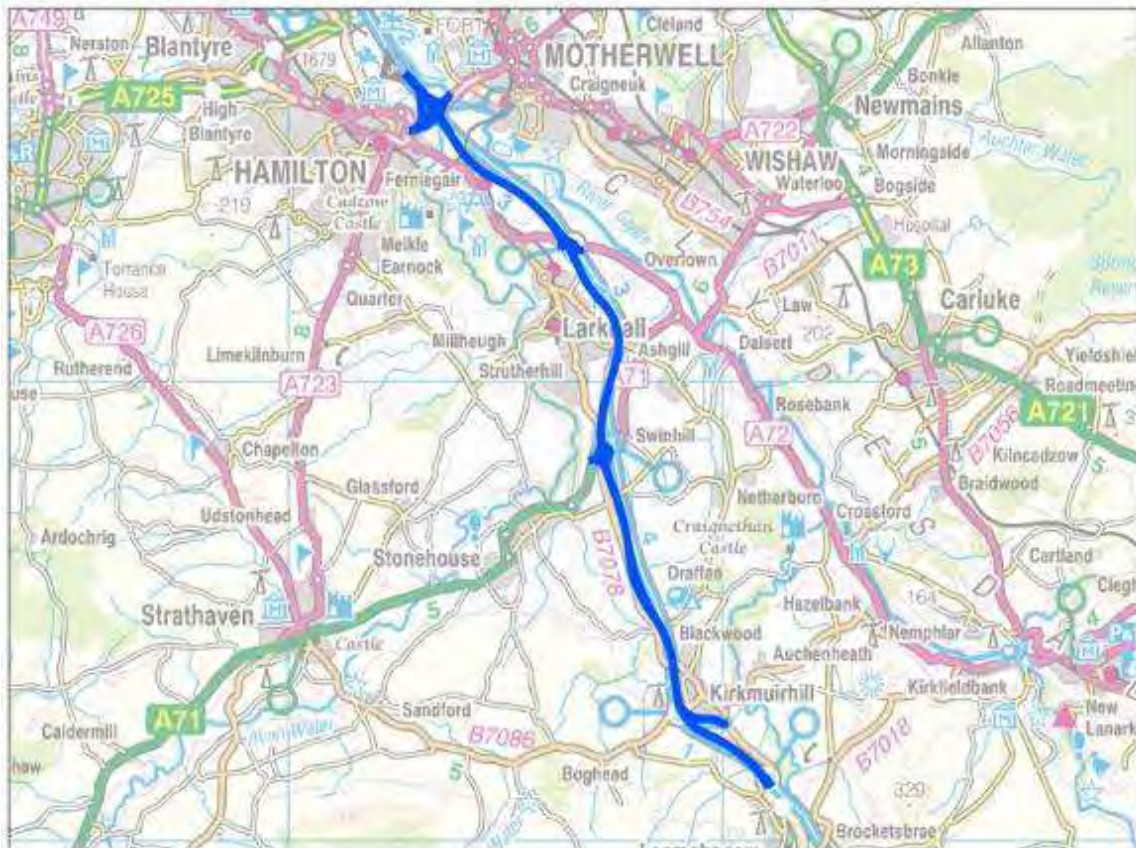
**Route P20/3**



Section ID	Stage	Route	Description
Section A	1	Travel	Proceed to Jct 10 on slip
	2	Treat	H/S from Jct 10 on slip to Jct 11 off slip, Jct 11 off slip to on slip and Jct 11 on slip to Jct 12 off slip
	3	Treat	Prior to Jct 12 on slip move into lane 2. Remain in current lane to treat lanes 1, 2 and 3 (varies) to Kingston Bridge
	4	Travel	Kingston Bridge W/B
	5	Treat	M8 W/B from Kingston Bridge to Jct 24
	6	Treat	M8 Jct 24 W/B off and on slips
	7	Travel	Jct 24 W/B on slip to J25 W/B off slip
	8	Treat	Jct 25 W/B off and on slips
	9	Travel	M8 W/B to Jct 26 W/B off slip
	10	Treat	Jct 26 W/B full off and on slip
	11	Travel	W/B from Jct 26 to Jct27, turnabout Jct 27 and travel to Jct 26 E/B off slip
	12	Treat	M8 Jct 26 E/B offslip (lanes 3 and 4) and on slip
	13	Travel	To Jct 25 E/B off slip
	14	Treat	From Jct 25 off slip treat lanes 3 and 4 1 to M8 Kingston Bridge
	15	Travel	M8 Kingston Bridge E/B
	16	Treat	M8 E/B main carriageway after Kingston Bridge and off slip to Jct 17 Great Western Rd, then turn where appropriate
	17	Travel	Great Western Rd to Jct 17 E/B on slip
	18	Treat	M8 Jct17 E/B on slip to M8, and continue. Offside lane to E/B off slip at Jct 15 Castle St (traffic lights)
	19	Travel	Alexandra Parade and Glebe Street (right, and then right), Springburn Expressway (Stirling Rd) to M8 Jct 15 W/B on slip
	20	Treat	M8 W/B on slip from Stirling Road and main carriageway offside, continuing to Charing Cross off slip to the traffic lights
	21	Travel	Continue U-turn to St Georges Rd traffic lights and M8 Jct 18 E/B on slip
	22	Treat	M8 Jct 18 E/B on slip from Charing Cross and continue to treat lane 1 and hardshoulder to off slip to Kirkintilloch
	23	Treat	M8 Jct15 E/B off slip to Kirkintilloch
	24	Travel	Along Springburn Road to traffic lights. Turn right at traffic lights onto St Rollox Brae. Continue along St Rollox Brae to roundabout at Tesco.

Section ID	Stage	Route	Description
			Turn around and travel back to traffic lights. At traffic lights turn left onto Springburn Road and travel to loop U on slip
	25	Treat	M8 J15 Loop U W/B on slip and nearside lane, continuing to treat Jct 16 W/B off slip to traffic lights
	26	Travel	Right from traffic lights to M8 Jct 16 E/B on slip
	27	Treat	M8 Jct 16 E/B on slip to merge
	28	Travel	M8 E/B carriageway to Jct 14 E/B off slip
	29	Treat	M8 Jct 14 E/B off slip (blast at bottom)
	30	Travel	Turn left, travel Viewpark Avenue to roundabout, U-turn and return to Jct 14 W/B on slip
	31	Treat	M8 Jct 14 W/B on slip to merge
	32	Travel	Continue M8 W/B to Jct 15 Castle St off slip
	33	Treat	M8 Jct15 Castle St W/B off slip
	34	Travel	Turn right at traffic lights
	35	Treat	M8 Jct 15 Castle St E/B on slip and lane 1 and 2 to the M8 Jct 13 M80 N/B off slip
	36	Travel	M80 N/B, U-turn at Jct 2, M80 S/B to Jct 1 off slip
	37	Treat	M80 S/B carriageway from Jct 1 off slip to M8 main carriageway, continuing with lanes 1 and 2 (layby/hardshoulders) to off slip at Jct 15 Cathedral/Glasgow Cross.
	38	Travel	To Jct 13 W/B off slip
	39	Treat	Hardshoulder on M8 carriageway after Jct 13 off slip to Jct 13 on slip merge
	40	Travel	End of route, return to depot

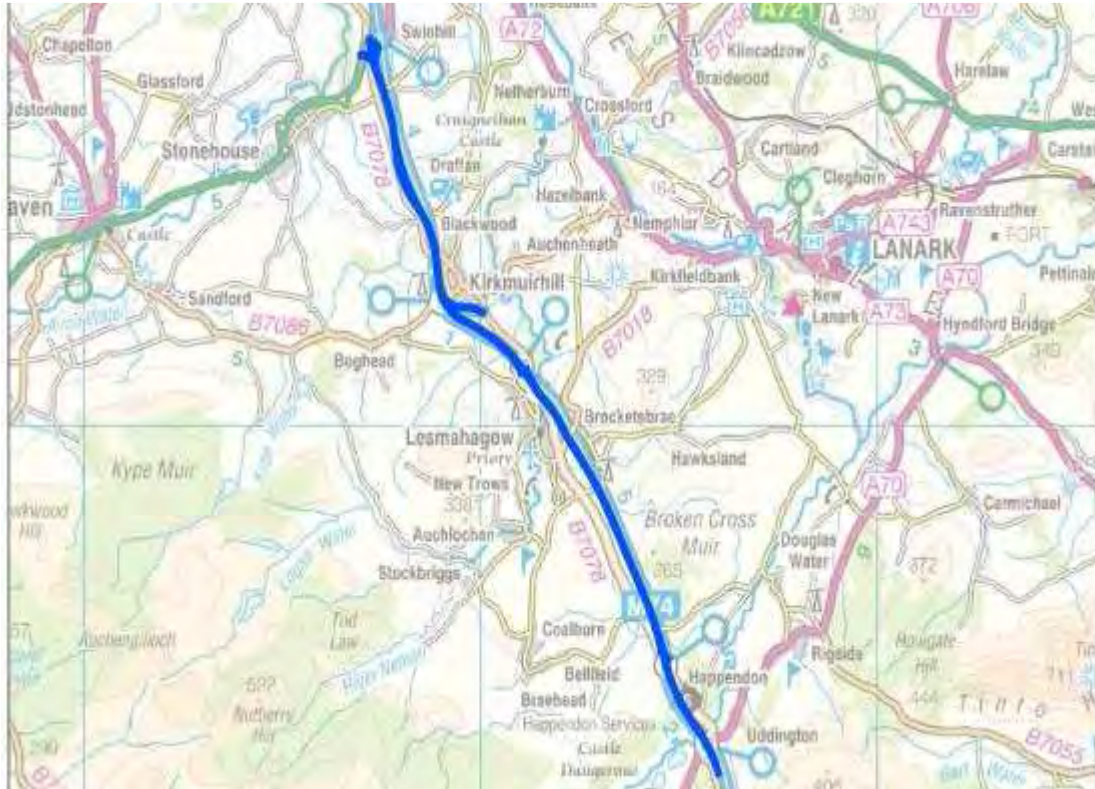
**Route P20/4**



Section ID	Stage	Route	Description
Section A	1	Travel	M74 S/B Jct 7 to where off slip leaves, stay on main carriageway.
	2	Treat	M74 S/B and Jct 8 slip road off to (A71), turn left, treat hardshoulder, lanes 1 and 2
	3	Travel	A71 to B7078 roundabout, U-turn and return along A71 to slip on to M74 N/B
	4	Treat	Slip on from Jct 8 N/B and main carriageway between Jct 8 and where Jct 6 on slip merges.
Section B	5	Travel	Proceed to M74 Jct 8 (A71)
	6	Treat	Treat M74 S/B from Jct 8 off slip and slip off to B7078 (Jct 9)
	7	Travel	B7078 and M74 Jct 10 to slip on to M74 N/B
	8	Treat	Jct 10 on slip to M74 and M74 N/B main carriageway and slip off to A71 (Jct 8), turn right
	9	Travel	Travel to M74 Jct8 S/B on slip
	10	Treat	M74 S/B Jct 8 S/B on slip
	11	Travel	M74 S/B and slip off to B7078 Jct 9
	12	Treat	Treat left splitter at B7078 Jct 9 and then turn left
	13	Travel	End of route, return to depot



**Route P20/5**



Section ID	Stage	Route	Description
Section A	1	Travel	Proceed to M74 Jct 6 S/B offslip
	2	Treat	Jct 6 S/B offslip to Motherwell
	3	Travel	Airbles Rd, Tinkers Lane, A723 WB to M74 Jct 6 S/B onslip
	4	Treat	M74 Jct 6 S/B onslip from Motherwell
	5	Travel	To M74 S/B Jct 8
Section B	6	Travel	Proceed S/B to M74 Jct 9 (B7078)
	7	Treat	M74 S/B to where A70 slip (Junction 12) joins from left
	8	Travel	M74 S/B to Jct 13 (A702), U-TURN around junction, return along M74 N/B to Jct 12 (A70)
	9	Treat	M74 N/B from Jct 12 and then off slip to Jct 10 (B7078) turn right
	10	Treat	Treat on slip to M74
	11	Travel	Travel M74 S/B to Jct 11 (B7078), bear left
	12	Treat	Treat off slip to B7078, turn right
	13	Travel	Travel B7078 to slip back on to M74 N/B, turn right
	14	Treat	Treat on slip to M74 N/B
	15	Travel	Travel M74 N/B to Jct 10 (B7078), to where off slip leaves, stay on main carriageway
	16	Treat	Treat M74 N/B through Jct 10 to where B7078 on slip merges
	17	Travel	M74 N/B to Jct 8 to where off slip leaves, stay on main carriageway
Section A	18	Treat	Treat M74 N/B through Jct 8 to where A71 on slip merges
	19	Travel	M74 N/B to Jct 6 offslip
	20	Treat	Jct 6 N/B onslip from Hamilton
	21	Travel	To Jct 6 S/B offslip
	22	Treat	Jct 6 S/B offslip to Hamilton
	22	Travel	End of route, return to depot

**Route P20/7**

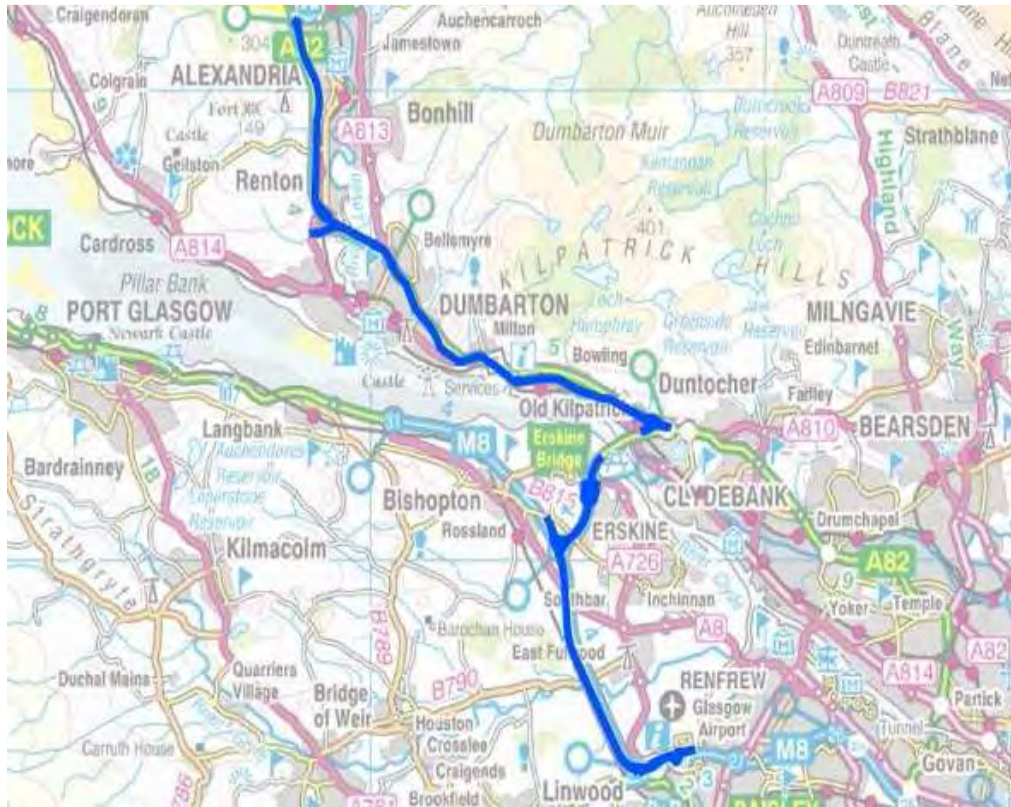


Section ID	Stage	Route	Description
Section A	1	Travel	Proceed to M8 Jct 10 DBFO boundary W/B
	2	Treat	M8 W/B to Jct 13 and then off slip onto M80 and M80 N/B main carriageway to 100m past Jct 2 N/B on slip (to boundary markers) hardshoulder, lanes 1 and 2
	3	Travel	Continue N/B Jct 3 Hornhill, bear left, off slip to roundabout. U-turn at roundabout and travel to Hornshill on slip to M80 S/B. Join main carriageway. M80 S/B to Jct 2 (B765), bear left
	4	Treat	M80 Jct 2 slip off, treat roundabout and under bridge deck, turn at roundabout and treat M80 S/B on slip
	5	Travel	M80 S/B from Jct 2 S/B on slip and M8 E/B to Jct 12 (A80). Bear left
	6	Treat	Slip off to B765 (Jct 12 E/B off)
	7	Travel	Over A80 onto B765 to slip on to M8
	8	Treat	Slip back on to A80 (Jct 12 E/B on slip) and continue to treat hardshoulder to Jct 11 off slip
	9	Treat	Off slip to B765 (Jct 11 E/B) and slip back onto M8 E/B
	10	Treat	Hardshoulder to Jct 10 off slip then treat Jct 10 E/B off slip.
	11	Travel	To Jct 11 W/B off slip
	12	Treat	Off slip to B765 (Jct 11) and slip back onto M8 W/B
	13	Travel	M8 W/B to Jct 12 (A80)
	14	Treat	Off slip to A80 (Jct 12) and slip back onto M8 W/B
	15	Treat	Continue to treat dedicated lane to Jct 13 off slip
	16	Travel	To M80 N/B to Jct 2 (B765)
	17	Treat	Off slip to B765 and slip back onto M80 N/B
	18	Travel	M80 N/B to Hornshill off slip to M80 S/B Hornshill on slip, M80 S/B carriageway.
	19	Treat	M80 main S/B carriageway from (Boundary Marker) 100m prior to Jct 2 off slip and main carriageway S/B to slip off to M8 E/B
	20	Travel	Over roundabout to M8 E/B on slip, turn left
	21	Treat	Slip onto M8 E/B and M8 main carriageway to Jct 10 E/B off slip.
	22	Travel	M8 Jct 10 and turn and travel M8 W/B to Jct 12

Section ID	Stage	Route	Description
	23	Treat	Hardshoulder between Jct 12 slips
	24	Travel	To M8 Jct 13 W/B off slip
	25	Treat	Hardshoulder between Jct 13 slips
	26	Travel	M8 Jct 15 W/B off slip and U-turn to M8 E/B carriageway
	27	Treat	M8 Jct 15 E/B Stirling Rd on slip
	28	Travel	Travel to Jct 14 E/B off slip
	29	Treat	M8 Jct 14 E/B off slip to the right
	30	Travel	Viewpark Avenue, Alexander Park Street, turn left Cumbernauld Rd, Alexandra Parade, turn right to Viewpark Avenue to M8 Jct 14 W/B on slip.
	31	Treat	Bottom of M8 Jct 14 W/B on slip
	32	Travel	M8 WB to Jct 17 W/B off slip
	33	Treat	M8 Jct 17 W/B off slip to West Graham St to traffic lights
	34	Travel	Right turn and turn about where appropriate, to Jct 17 W/B Gt Western Rd on slip
	35	Treat	M8 Jct 17 W/B on slip, dedicated lane and Jct 19 W/B off slip to Argyle St.
	36	Travel	Turn right to North St and Jct 19 E/B on slip
	37	Treat	M8 E/B Anderston on slip and nearside dedicated lane, continuing to E/B off slip to St Georges Road traffic lights.
	38	Travel	Turn Right and right again onto Garscube Road. Turn right onto New City Road on slip
	39	Treat	New City Road W/B on slip to Great Western Rd W/B on slip to main carriageway
	40	Travel	M8 W/B between Jct 17 and Jct19 E/B off slip, turn about to Jct 19 E/B on slip
	41	Treat	M8 main carriageway prior to Jct 17 E/B off slip (from crossover trail) to Jct 12 E/B off slip
	42	Treat	Hardshoulder between Jct 12 E/B slips
	43	Travel	To Jct 11 E/B off slip
	44	Treat	Hardshoulder between Jct 11 E/B slips
	45	Travel	End of route, return to depot



**Route P20/8**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to start of route at M8 W/B at western end of Whitecart Viaduct
	2	Treat	M8 W/B from end of Viaduct lanes offside and adjacent (becoming hard shoulder and lanes 1 & 2) to M898 off ramp
Section B	3	Treat	M898 off ramp to A898 Erskine Bridge
	4	Treat	M898 N/B and A898 N/B to start of Erskine Bridge
	5	Travel	A898 Erskine Bridge
	6	Treat	A898 off slip to A82 W/B
	7	Treat	A82 W/B becoming A82 N/B to Barloan Roundabout
Section C	8	Treat	A82 N/B to Stonymollan Roundabout circulating all roundabouts on route
	9	Treat	A82 Stonymollan to Renton S/B off slip
	10	Treat	Renton S/B off slip. At end of slip road turn right and U-turn where possible to return to Renton S/B on slip
	11	Treat	Renton S/B on slip and continue to treat A82 S/B carriageway to Lomondgate Roundabout
	12	Travel	U-turn at Lomondgate and travel to Renton N/B off slip
	13	Treat	A82 Renton N/B off slip to Renton
	14	Travel	A82 S/B to Lomondgate and U-turn and travel to Stonymollan and U-turn and travel to Renton S/B off slip
	15	Treat	A82 between Renton s/b slip roads
	16	Travel	To Lomondgate Roundabout
Section B	17	Treat	A82 S/B, becoming E/B, from Lomondgate to A898 S/B on slip to Erskine Bridge
	18	Treat	A898 S/B on slip to Erskine Bridge from A82 E/B
	19	Travel	A898 S/B Erskine Bridge to end of bridge deck
Section A	20	Treat	A898 S/B becoming M898 S/B to M8 Jct 30
	21	Treat	M8 Jct 30 E/B on slip from M898 S/B



	22	Treat	M8 E/B from Jct 30 to point at which M8 White Cart Viaduct starts (hard shoulder, lanes 1 and 2) becoming offside and adjacent after Jct 29 E/B on slip
	23	Travel	M8 E/B to end of bridge deck (White Cart Viaduct)
	24	Treat	M8 E/B from end of White Cart Viaduct to end of M8 E/B Jct 27 on ramp lane 1 becoming hardshoulder and lane 1
	25	Travel	M8 E/B to Jct 26 off slip
	26	Treat	M8 E/B Jct 26 off slip hardshoulder becoming lanes 1 and 2 at end of slip
	27	Travel	End of route, return to depot

**Route P20/9**



Section ID	Stage	Status	Description
Section A	1	Travel	M74 N/B to M8 secondary carriageway to end of varioguard at M8 Jct 23
	2	Treat	M8 W/B from Jct 23 merge offside and adjacent to Jct 27 off slip
	3	Treat	M8 W/B from Jct 27 off slip to M8 Jct 27 on slip (bridge deck) lanes 1, 2 and 3
	4	Travel	M8 W/B to end of White Cart Viaduct Jct 28
	5	Treat	M8 W/B from end of White Cart Viaduct hardshoulder and lane 1 and continue to A737 hardshoulder, lanes 1 and 2 to point where Linclive viaduct bridge starts
	6	Travel	A737 W/B over Linclive Viaduct (acetate treated) to end of bridge deck.
	7	Treat	A737 W/B from end of bridge deck to Kilbarchan
Section B	8	Treat	A737 W/B from Kilbarchan to A737 Dalry, circulating all roundabouts on route
Section C	9	Treat	A737 W/B from Dalry to A737/A738 Howgate Jct, circulating all roundabouts on route
	10	Treat	A738 from Howgate Jct to A78/A738 Pennyburn Roundabout
	11	Treat	Pennyburn Roundabout and return to A737 Howgate junction Treating splitters and dual section.
Section B	12	Travel	A738 and A737 to start of dual carriageway section at Kilbarchan High Wall section treating all splitters on return

	13	Treat	A737 E/B from High Wall at Kilbarchan lane gain to end of A737 E/B on slip from Kilbarchan
Section A	14	Treat	Jct 27 E/B on slip (Arkleston) including hardshoulder
	15	Treat	M8 E/B to J26 Hillington off slip hardshoulder and lane 1, <b>stay on main carriageway</b>
	16	Treat	M8 E/B from Jct 26 Hillington off slip to where Jct 25A Braehead on slip merges lane 1
	17	Treat	M8 E/B from Jct 25A Braehead on slip merge to Jct 25 Clyde tunnel off slip hardshoulder, lane 1 and 2
	18	Treat	Jct 25 Clyde Tunnel off slip to end of slip
	19	Travel	Through Tunnel and U-turn and travel to M8 Jct 25 E/B Tunnel on slip
	20	Treat	M8 Jct 25 Clyde Tunnel E/B on slip including hardshoulder to Jct 24
	21	Treat	M8 E/B Jct 24 off slip including hardshoulder
	22	Treat	M8 E/B Jct 24 on slip including hardshoulder
	23	Treat	M8 E/B hardshoulder and lanes 1 and 2 from Jct 24 on slip to Jct 22 off slip to Seaward St (secondary carriageway)
	24	Treat	M8 E/B off slip to Seaward St to roundabout
	25	Treat	M8 W/B on slip from Jct 22 Seaward St including hard shoulder
	26	Travel	Travel to Jct 26, traverse roundabout and rejoin M8 E/B
	27	Treat	M8 E/B main carriageway lanes 1 and 2 Jct 24 E/B off slip to Jct 24 E/B on slip
	28	Travel	End of route, return to depot

**Route P20/10**



Section ID	Stage	Status	Description
Section A	1	Travel	Travel to start of route at M8 W/B Jct 29 off slip
	2	Treat	M8 W/B Jct 29 off slip including hardshoulder
	3	Treat	M8 W/B Jct 29 on slip including hardshoulder
	4	Travel	M8 W/B to point where M8 W/B Jct 30 exits M8
	5	Treat	M8 W/B Jct 30 off slip to A8 Langbank roundabout, circulate roundabout
	6	Treat	A8 W/B to Cartdsyke (McDonalds) roundabout and U-turn
	7	Treat	A8 E/B to M8 Langbank
	8	Treat	M8 E/B to Jct 30 E/B off slip to M898 N/B
Section B	9	Treat	M8 Jct 30 E/B off slip to M898 N/B
	10	Travel	Travel M898 N/B to Spectacles off slip
	11	Treat	M898 N/B to Spectacles off slip
	12	Treat	On ramp from Spectacles to A898 N/B
	13	Travel	Travel M898 N/B becoming A898 to end of Erskine Bridge deck
	14	Treat	A898 N/B off slip to A82 E/B
	15	Travel	Travel A82 S/B, U-turn at Dalnotter Cemetery and travel to A82 W/B off slip to A898 and <b>stay on main carriageway</b>
	16	Treat	A82 N/B between slip roads to point where A898 on slip from Erskine bridge joins A82 W/B
	17	Travel	Travel A82 W/B U-turn at Dunglass roundabout and travel to A82 E/B off slip to A898 and <b>stay on main carriageway</b>
	18	Treat	A82 E/B between slip roads where A898 N/B off slip from Erskine bridge joins A82 E/B
	19	Travel	Travel A82 S/B U-turn at Dalnotter Cemetery and travel to A82 N/B off slip to A898
	20	Treat	A898 on slip to Erskine Bridge from A82 W/B to start of bridge deck
	21	Travel	Travel A898 to A898 S/B off slip to Spectacles
	22	Treat	A898 S/B off slip to Spectacles
	23	Treat	M898 On slip from spectacles to M898
	24	Travel	Travel M898 to M8 Jct 30 W/B on slip
	25	Treat	M8 Jct 30 W/B on slip from M898 S/B
Section A	26	Travel	Travel M8 W/B to Jct 31W/B off slip
	27	Treat	M8 W/B Jct 31 off and on slips (Westferry)
	28	Travel	Travel A8 W/B to Langbank roundabout U-turn and travel M8 E/B to Jct 31 Westferry off slip
	29	Treat	M8 E/B Jct 31 off and on slips

Section ID	Stage	Status	Description
	30	Travel	Travel M8 E/B to Jct 30 off slip and <b>stay on main carriageway</b>
	31	Treat	M8 E/B Jct 30 between off and on slips
	32	Travel	M8 E/B to junction 29 off slip
	33	Treat	M8 Jct 29 E/B off slip including hardshoulder
	34	Treat	M8 Jct 29 E/B on slip including hardshoulder
	35	Travel	End of route, return to depot



**Route P20/11**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to M8 secondary carriageway
	2	Treat	From Carnoustie St onslip lanes 3 and 4 (becoming lanes 1 and 2) to Dumbreck Road overbridge
	3	Treat	M8 from end of Jct 24 on slip to Jct 27 W/B off slip lanes 1 and 2
	4	Treat	Jct 25A off slip to Braehead and M8 jct 25A E/B on slip
	5	Treat	M8 E/B from where Jct 25 off slip departs to where M8 Jct 25 on slip joins M8, hardshoulder and lane 1
	6	Travel	M8 E/B to Jct 24 and return M8 W/B
	7	Treat	Jct 25A off slip to Jct 26 off slip hardshoulder and lane 1. Lane 1 through Jct 26 slips, hardshoulder and lane 1 to Jct 27 W/B off slip
	8	Treat	Jct 27 W/B off slip (Arkleston)
	9	Treat	M8 Jct 27 W/B on slip
	10	Travel	M8 W/B to Jct 28 off slip
	11	Treat	M8 Jct 28 W/B off slip
	12	Treat	M8 jct 28 E/B on slip
	13	Travel	M8 E/B to Jct 27 E/B off slip
	14	Treat	M8 Jct 27 E/B off slip
	15	Travel	M8 W/B then A737 W/B to A737 W/B Linwood off slip
	16	Treat	W/B off and on slip A737 Linwood
	17	Travel	A737 W/B to Johnstone off slip
	18	Treat	W/B off and on slips A737 Johnstone
	19	Travel	A737 W/B to Kilbarchan off slip
	20	Treat	W/B off slip to Kilbarchan B787
	21	Travel	A737 to E/B on slip from Kilbarchan
	22	Treat	A737 E/B on slip from Kilbarchan B787
	23	Travel	A737 E/B to Johnstone Interchange
	24	Treat	A737 E/B off and on slips A737 Johnstone
	25	Travel	A737 E/B to linwood off slip
	26	Treat	A737 E/B off and on slip A737 Linwood
	27	Travel	A737 E/B to St James off slip
	28	Treat	A737 E/B off slip to St James
	29	Treat	A737 St James Interchange roundabout
	30	Treat	A737 W/B St James on slip
	31	Travel	A737 W/B to Kilbarchan and return, A737 E/B to end of A737 Kilbarchan E/B on slip

Section ID	Stage	Status	Description
	32	Treat	A737 E/B from Kilbarchan on slip to M8 E/B on slip at Lincrive Viaduct
	33	Travel	M8 E/B Lincrive Viaduct (acetate treated)
	34	Treat	M8 E/B Jct 28A (end of Lincrive viaduct) to start of White Cart Viaduct hardshoulder, lanes 1 and 2
	35	Travel	M8 E/B White Cart Viaduct bridge deck
	36	Treat	M8 E/B from end of bridge deck to Dumbreck Road Overbridge offside and adjacent lanes
	37	Travel	End of route, return to depot

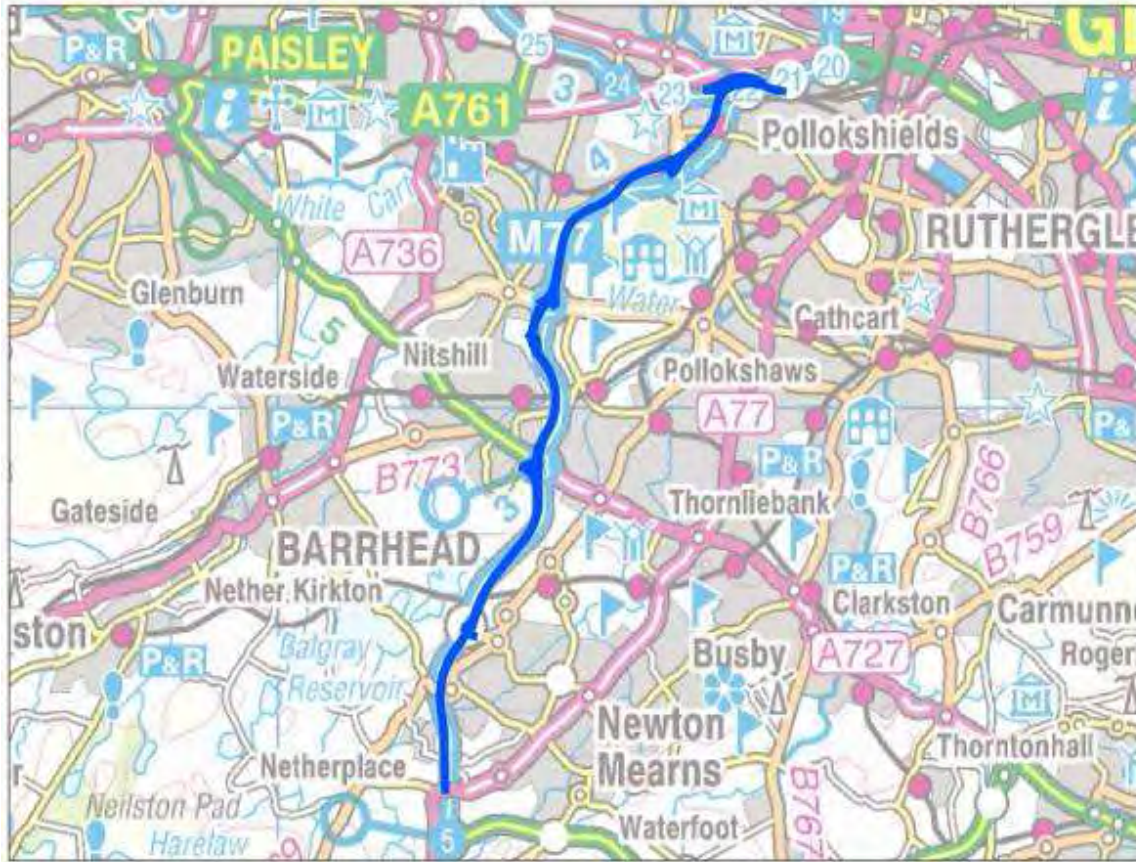


**Route P20/12**



Section ID	Stage	Status	Description
Section A	1	Travel	Leave depot and travel to Cartsdyke Roundabout A8 W/B
	2	Treat	A8 W/B from Cartsdyke Roundabout to Bullring Roundabout
	3	Treat	A8 E/B to Cartsdyke Roundabout
	4	Travel	A8 W/B to Bullring Roundabout and bear left
	5	Treat	A78 south from Bullring Roundabout to Dunlop St Roundabout and return A78 E/B to Bullring circulating all roundabouts and treating splitter islands and wide sections
Section B	6	Travel	A78 W/B to Dunlop St Roundabout
	7	Treat	A78 S/B to Bankfield Roundabout and U-turn
	8	Treat	A78 N/B to Dunlop St roundabout treating dual carriageway sections and splitters islands
	9	Travel	U-turn at Dunlop St Roundabout and return to Bankfoot Roundabout
Section C	10	Treat	A78 S/B from Bankfoot Roundabout to Hunterston Power Station Roundabout, circulating Ore Terminal Roundabout on route and turn and treat splitter island
	11	Travel	A78 north to Ore Terminal Roundabout
	12	Treat	N/B splitter island on approach and departure of roundabout
	13	Travel	A78 northbound to Largs
	14	Treat	Splitter islands at approach and departure of Morrisons and railway station roundabouts
	15	Treat	A78 northbound through Largs
	16	Travel	A78 northbound to Fery Terminal Wemyss Bay
	17	Treat	A78 northbound through Wemyss Bay Ferry Terminal
	18	Travel	A78 northbound to Bankfoot Roundabout
	19	Treat	Approach to Bankfoot Roundabout
20	Travel	End of route, return to depot	

**Route P20/13**

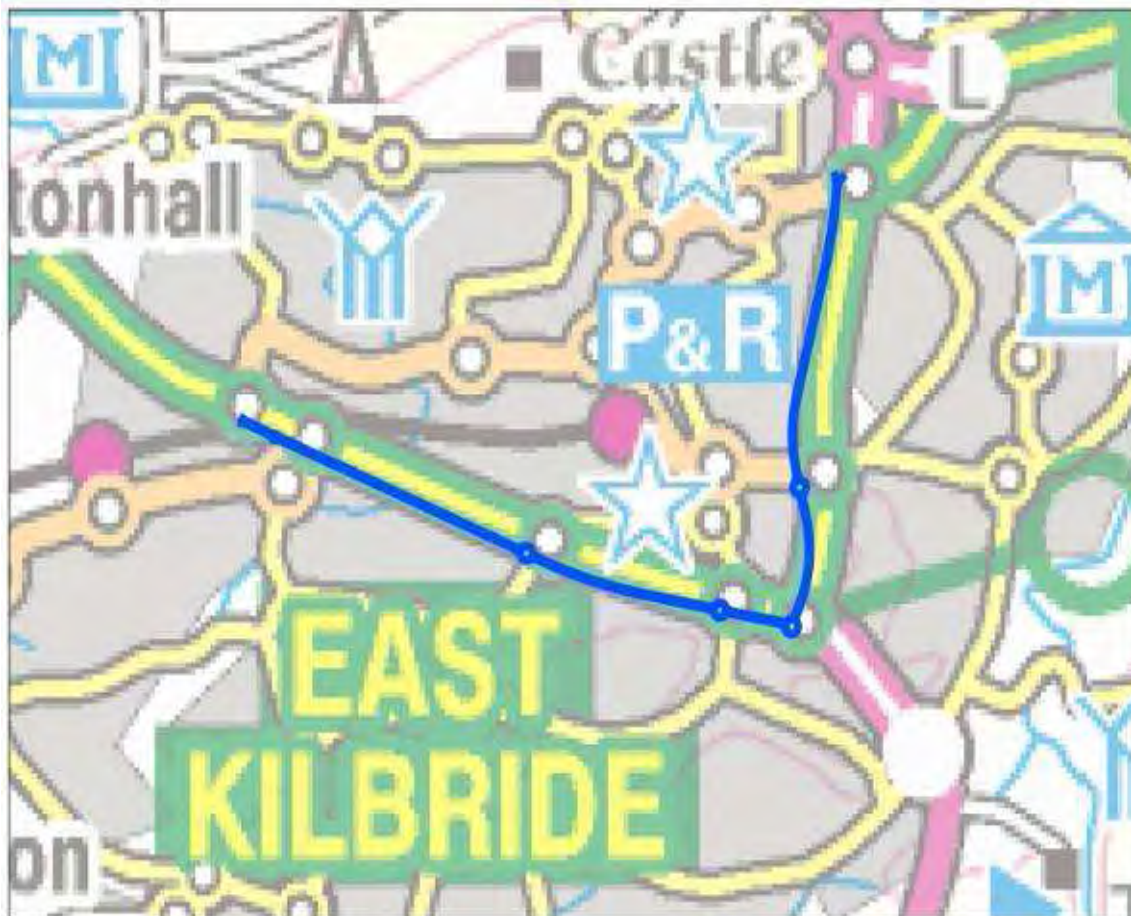


Section ID	Stage	Status	Description
Section A	1	Travel	Depot to start of route M8 Jct 23 W/B off slip
	2	Treat	M8 Jct 23 W/B off slip and W/B on slip including hardshoulder
	3	Travel	To M8 secondary carriageway from where Jct 22 Seaward St exits
	4	Treat	M8 E/B secondary carriageway from point where Jct 22 Seaward St exits secondary carriageway to end of secondary carriageway at Harry Ramsdens
	5	Travel	M8 W/B secondary carriageway Scotland St on ramp
	6	Treat	M8 secondary carriageway from Scotland St on ramp to point M77 splits from secondary carriageway
	7	Treat	M77S/B on slip to M77 S/B Jct 1 off slip dedicated lane
	8	Treat	M77 S/B off slip Jct 1 including dedicated lane
	9	Travel	N/B on slip Jct 1
	10	Treat	M77 N/B on slip Jct 1
	11	Treat	M77 N/B from Jct 1 on slip to Kingston Bridge (treat main carriageway to M77/M8 on slip then treat hardshoulder to Kingston Bridge only)
	12	Travel	M8 W/B off slip and return from Waterloo St on ramp.
	13	Treat	Hardshoulder from Kingston Bridge to M77 off slip
	14	Treat	Off slip to M77 from M8 and continue to treat M77 S/B carriageway to Jct 3
Section B	15	Treat	M77 S/B from Jct 3 to M77 Jct 5 off slip
	16	Travel	M77 Jct 5 N/B on slip
	17	Treat	M77 N/B from Jct 5 to end of Jct 3
Section A	18	Treat	M77 N/B from Jct3 to end of M77. Continue to treat to Jct 1 N/B offslip
	19	Treat	M77 N/B off slip Jct 1

Section ID	Stage	Status	Description
	20	Travel	M77 S/B on slip Jct 1
	21	Treat	M77 S/B on slip Jct 1
	22	Travel	M77 S/B off slip Jct 2
	23	Treat	M77 S/B off slip Jct 2
	24	Travel	M77 N/B on slip Jct 2
	25	Treat	M77 N/B on slip Jct 2
	26	Travel	M77 S/B off slip Jct 3
	27	Treat	M77 S/B off slip Jct 3
	28	Travel	M77 Jct 3 S/B on slip
	29	Treat	M77 Jct 3 S/B on slip
Section B	30	Treat	M77 S/B climbing lane from Jct 3 to Jct 4, hardshoulder and lane 1
	31	Treat	M77 Jct 4 S/B off slip
	32	Travel	M77 N/B on slip Jct 4
	33	Treat	M77 N/B on slip Jct 4
Section A	34	Travel	M77 N/B off slip Jct 3
	35	Treat	M77 N/B off slip and N/B on slip Jct 3
	36	Travel	M77 N/B off slip Jct 2
	37	Treat	M77 N/B off slip Jct 2
	38	Travel	M77 S/B on slip Jct 2
	39	Treat	M77 S/B on slip Jct 2
	40	Travel	M77 S/B to Jct 3 off slip
	41	Treat	M77 N/B onslip (Jct 3 splitter)
	42	Travel	M77 N/B to Jct 2 off slip
	43	Treat	M77 N/B onslip (Jct 2 splitter)
	44	Travel	M77 N/B to Jct 1 off slip
	45	Treat	From Jct 1 off slip to onslip main carriageway
	46	Travel	M77 N/B to off slip to secondary carriageway
	47	Treat	Off slip to secondary carriageway
	48	Treat	Seaward St dedicated off side loop
49	Travel	To M8 Jct 24 W/B off slip	
50	Treat	M8 W/B between Jct 24 off slip and Jct 24 on slip lanes 1 and 2	
51	Travel	M8 W/B to Jct 26 off slip	
52	Treat	M8 W/B Jct 26 off slip dedicated split lane, bear left at end of slip road to Hillington	
53	Travel	End of route return to depot	



**Route P20/14**



Section ID	Stage	Route	Description
Section A	1	Travel	Proceed to Whirlies roundabout
	2	Treat	Footway westbound from Whirlies up Kingsway to junction with Queensway and then along Queensway to junction with B761, West Mains Rd.
	3	Travel	U turn.
	4	Treat	Footway eastbound Queensway to junction with Kingsway and then along Kingsway to Whirlies roundabout.
	5	Travel	Treatment Ends.

**This route treats 2 No. A726 Footbridges with Potassium Acetate**

**Route P20/15**



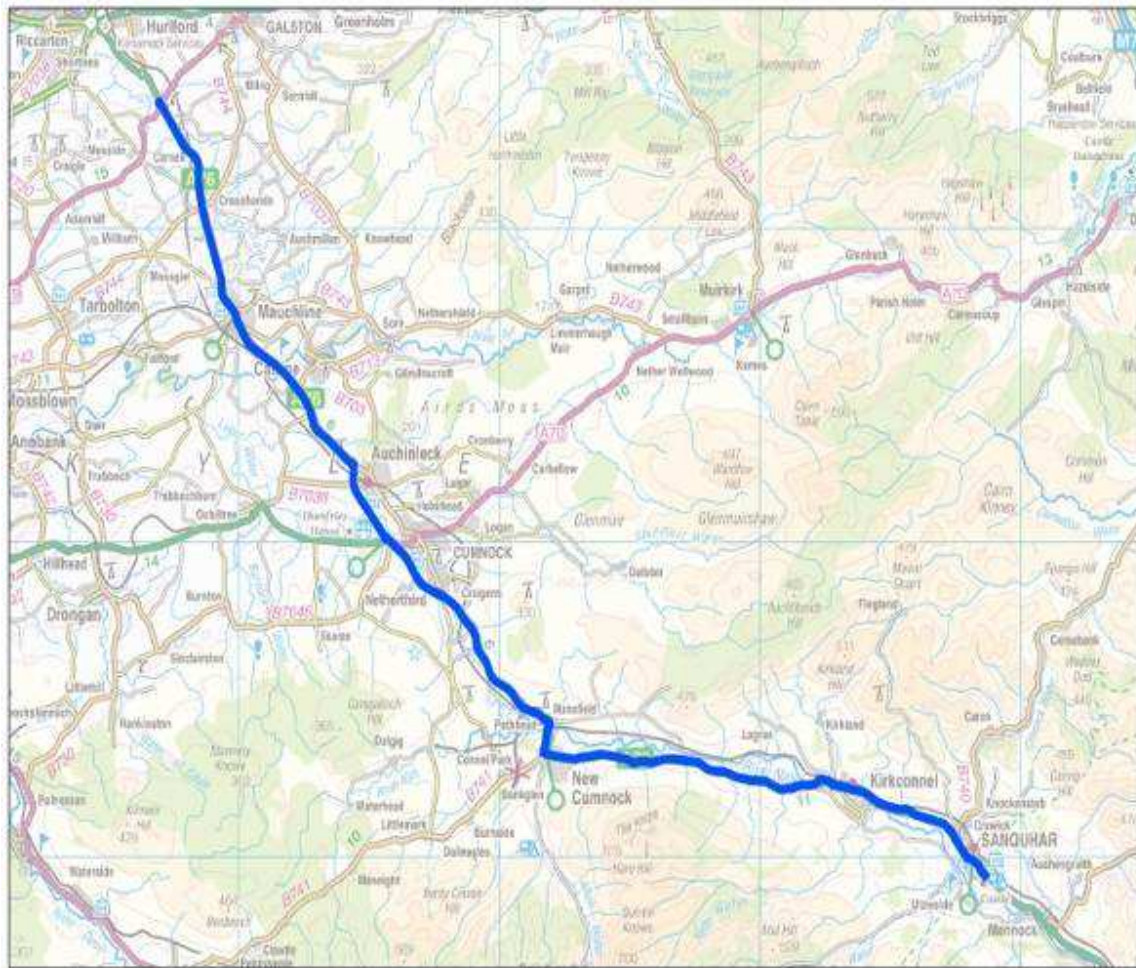
Section ID	Stage	Route	Description
Section A	1	Travel	Exit Polmadie Depot, turn left
	2	Travel	West along New Rutherglen Road, circle roundabout and return East along New Rutherglen Road to the traffic lights
	3	Travel	Turn right at traffic lights onto Polmadie Road and turn right onto the M74 Northbound c/way at the slip road
	4	Travel	North on the M74 and then West on the M8 to the start of the Whitecart Viaduct at Junction 27 Arkleston
	5	Spray	Travelling in Lane 2, spray lanes 2 & 3 of the westbound c/way over the Whitecart Viaduct
	6	Travel	Westbound on the M8 to Junction 30 Erskine Bridge W/B off slip
	7	Travel	Northbound on the M898 to the start of the Erskine Bridge
Section B	8	Spray	Spray the Northbound c/way over the Erskine Bridge
	9	Travel	Eastbound on the A82 to Mountblow Flyover and return on the A82 w/b c/way to the S/B slip to the Erskine Bridge
	10	Travel	Southbound on the A898 to the start of the Erskine Bridge
	11	Spray	Spray the southbound c/way over the Erskine Bridge
	12	Travel	Southbound on the M898 to the e/b on slip to the M8
	13	Travel	Eastbound on the M8 to the start of the Whitecart Viaduct
Section A	14	Spray	Travelling in Lane 2, spray lanes 2 & 3 of the eastbound c/way over the Whitecart Viaduct
	15	Travel	Eastbound on M8 to J26 Hillington e/b off slip, circle Hillington roundabout and re-join the M8 via the J26 Hillington w/b on slip
	16	Travel	Westbound on the M8 to the start of the Whitecart Viaduct
	17	Spray	Spray lane 1 over the westbound c/way of the Whitecart Viaduct
	18	Travel	From the Whitecart Viaduct to the A737 Westbound off slip (J28 A)



Section ID	Stage	Route	Description
	19	Spray	Spray the westbound c/way of the A737 over the St. James Interchange
	20	Travel	Westbound on the A737 to the Linwood off slip, circle the roundabout and return on the A737 eastbound c/way to the start of the St. James Interchange
	21	Spray	Spray the eastbound c/way over the St. James Interchange
	22	Travel	From the end of St. James Interchange to start of the Whitecart Viaduct
	23	Spray	Spray lane 1 over the eastbound c/way of the Whitecart Viaduct
	24	Travel	Eastbound on the M8 to the start of the Kingston Bridge
	25	Spray	Travelling in the middle lane, spray lanes 4 & 5 of the eastbound c/way of the Kingston Bridge
	26	Travel	Eastbound on the M8 to J18 St. Georges Road e/b off slip
	27	Travel	At the traffic lights, turn right onto St. Georges Road, right onto the New City Road and right onto J17 Phoenix w/b on slip to the M8
	28	Travel	Travelling in the middle lane to the start of the Kingston Bridge w/b c/way (adjacent to Anderston w/b off slip)
	29	Spray	Travelling in lane 4, spray lanes 4 & 5 of the westbound c/way over the Kingston Bridge
	30	Travel	Westbound on the M8 to J24 Helen Street w/b off slip
	31	Travel	Exit to slip road, turn right at the traffic lights onto Helen Street and right onto J24 Helen Street e/b on slip
	32	Travel	Eastbound on the M8 to the start of the Kingston Bridge
	33	Spray	Travelling in lane 3 (which is the nearside lane), spray lane 3 to the Bothwell Street e/b off slip
	34	Spray	Spray both lanes of the Bothwell Street eastbound off slip to the traffic lights (travelling in lane 2)
	35	Travel	Continue straight onto Bothwell Street, turn right onto Blythswood Street and right onto Waterloo Street
	36	Travel	Continue to the start of Waterloo Street w/b on slip (at Douglas Street)
	37	Spray	Spray Waterloo Street w/b on slip
	38	Spray	Staying in lane 2, spray Lanes 2 and 3 over the w/b c/way of the Kingston Bridge to the West Street off slip
	39	Spray	Travelling in lane 2 of the West Street w/b off slip, spray both lanes of the slip road to the traffic lights
	40	Travel	At the traffic lights on the West Street off slip, turn right onto Wallace Street, right onto Tradeston Street, right onto Cook Street and continue to the start of the J20 West Street e/b on slip
	41	Spray	Travelling in Lane 1, spray both lanes of the West Street e/b on slip
	42	Spray	Staying in Lane 1, spray Lanes 1 and 2 over the e/b c/way of the Kingston Bridge
	43	Spray	Spray Stobcross e/b off slip down to the Clydeside Expressway
	44	Travel	Westbound on the Clydeside Expressway and exit at the Finnieston off slip
	45	Travel	Turn left at the traffic lights onto Finnieston Road and then right into Stobcross Road, circle the Hydro car park and return to the n/b c/way of Finnieston Street to rejoin the e/b c/way of the Clydeside Expressway
	46	Travel	Clydeside Expressway to the start of the Stobcross w/b on slip to the Kingston Bridge
	47	Spray	Spray the Stobcross w/b on slip until its merge with the Waterloo Street w/b on slip and continue spraying lane 1 over the westbound c/way of the Kingston Bridge until the start of the West Street w/b off slip
	48	Travel	West Street w/b off slip (travelling in Lane 2)
	49	Travel	At the traffic lights on the West Street off slip, turn right onto Wallace Street, right onto Tradeston Street, right onto Cook Street and continue to the start of the J20 West Street e/b on slip
	50	Travel	Lane 2 of the West Street e/b on slip

Section ID	Stage	Route	Description
	51	Spray	Spray the offside dead area of the West Street on slip until the start of the varioguard on the Kingston Bridge
	52	Travel	Travel in Lane 2 over the Kingston Bridge towards the Bothwell Street e/b off slip
	53	Spray	From opposite the start of the Stobcross e/b off slip, spray Lane 2 to 50 metres onto the Bothwell Street e/b off slip
	54	Travel	Travel in nearside lane of the Bothwell Street e/b off slip to the traffic lights
	55	Spray	At the traffic lights, spray the left turning lane into Pitt Street
	56	Travel	Pitt Street, turn left onto St. Vincent Street and left onto Newton Street to the start of the Newton Street w/b on slip
	57	Spray	Spray Newton Street w/b on slip until its merge with Waterloo Street w/b on slip
	58	Travel	Westbound over the Kingston Bridge and exit via West Street w/b off slip (travelling in lane 2)
	59	Travel	At the traffic lights on the West Street off slip, turn right onto Wallace Street, right onto Tradeston Street, right onto Cook Street and continue to the start of the J20 West Street e/b on slip
	60	Travel	Travel in Lane 2 of the West Street e/b on slip and over the Kingston Bridge towards the North Street e/b off slip
	61	Spray	Spray the North Street e/b off slip from the start of the Bothwell Street e/b off slip to its merge with North Street
	62	Travel	North Street, turn right onto St. Vincent Street, turn right onto Newton Street and join the M8 w/b c/way
	63	Travel	Travel in lane 3 over the westbound c/way of the Kingston Bridge
	64	Spray	Spray lane 3 from the start of the West Street w/b off slip to the end of the Kingston Bridge
	65	Travel	Westbound on the M8 then southbound on the M77 to J1 Dumbreck S/B off slip. At the traffic lights turn right onto Dumbreck Road and then right onto the M77 northbound c/way.
	66	Travel	M77 northbound c/way to M74 S/B c/way to J1A Polmadie S/B off slip
	67	Travel	At the traffic lights on the Polmadie off slip, turn left onto Polmadie Road, left onto New Rutherglen Road and left into Polmadie Depot. End of Route

**Route A20/1**



Section ID	Stage	Status	Description
Section A	1	Travel	Exit Ayr Depot and turn left onto A77 Northbound carriageway
	2	Travel	At Sandyford Toll Roundabout take the 3rd exit to B742/A719
	3	Travel	Immediately after exiting Sandyford Toll Roundabout take 1st left onto A719
	4	Travel	Travel along A719 to Crossroads Roundabout
	5	Treat	At Crossroads Roundabout Treat full roundabout in nearside lane then continue A76 Southbound to Crosshands
Section B	6	Treat	Treat A76 Southbound through Crosshands and Mauchline to Catrine junction
Section C	7	Treat	Treat A76 south to Templeton Roundabout Treat full roundabout in nearside lane then continue A76 Southbound
	8	Treat	Treat A76 Southbound to Dettingen Roundabout
	9	Treat	At Dettingen Roundabout Treat full roundabout in nearside lane then continue A76 Southbound
	10	Treat	Treat A76 Southbound to Skerrington Roundabout
	11	Treat	At Skerrington Roundabout Treat full roundabout in nearside lane then continue A76 Southbound
	12	Treat	Treat A76 Southbound to Garleffan Roundabout
	13	Treat	At Garleffan Roundabout Treat full roundabout in nearside lane then continue A76 Southbound
	14	Treat	Treat A76 Southbound through Pathead, New Cumnock to B741 Dalmellington roundabout

Section ID	Stage	Status	Description
Section D	15	Treat	Treat A76 Southbound from Dalmellington roundabout to Crawick bridge, south of Kirkconnell. At first right after Bridge over Crawick Water enter car park to turn around to travel A76 Northbound.
Section C	16	Travel	Travel North on A76 through Kirkconnel, New Cumnock and Pathead to Garleffan Roundabout.
	17	Treat	Treat splitter island at south of Garleffan Roundabout
	18	Travel	At Garleffan Roundabout take 2nd exit A76 Northbound
	19	Treat	Treat splitter island at north of Garleffan Roundabout
	20	Travel	Travel North on A76 to Skerrington Roundabout.
	21	Treat	Treat splitter island at south of Skerrington Roundabout
	22	Travel	At Skerrington Roundabout take 2nd exit A76 Northbound
	23	Treat	Treat splitter island at north of Skerrington Roundabout
	24	Travel	Travel North on A76 to Dettingen Roundabout.
	25	Treat	Treat splitter island at south of Dettingen Roundabout
	26	Travel	At Dettingen Roundabout take 2nd exit A76 Northbound
	27	Treat	Treat splitter island at north of Dettingen Roundabout
	28	Travel	Travel North on A76 to Templeton Roundabout.
	29	Treat	Treat splitter island at south of Templeton Roundabout
30	Travel	At Templeton Roundabout take 1st exit A76 Northbound	
31	Treat	Treat splitter island at north of Templeton Roundabout	
Section A	32	Travel	Travel North on A76 through Mauchline and Crosshands to Crossroads Roundabout
	33	Treat	Treat splitter island at south of Crossroads Roundabout
	34	Travel	At Crossroads Roundabout take 1st exit A76 Northbound
	35	Treat	Treat splitter island at A719 exit of Crossroads Roundabout
	36	Travel	End of route return to Ayr Depot.



**Route A20/2**

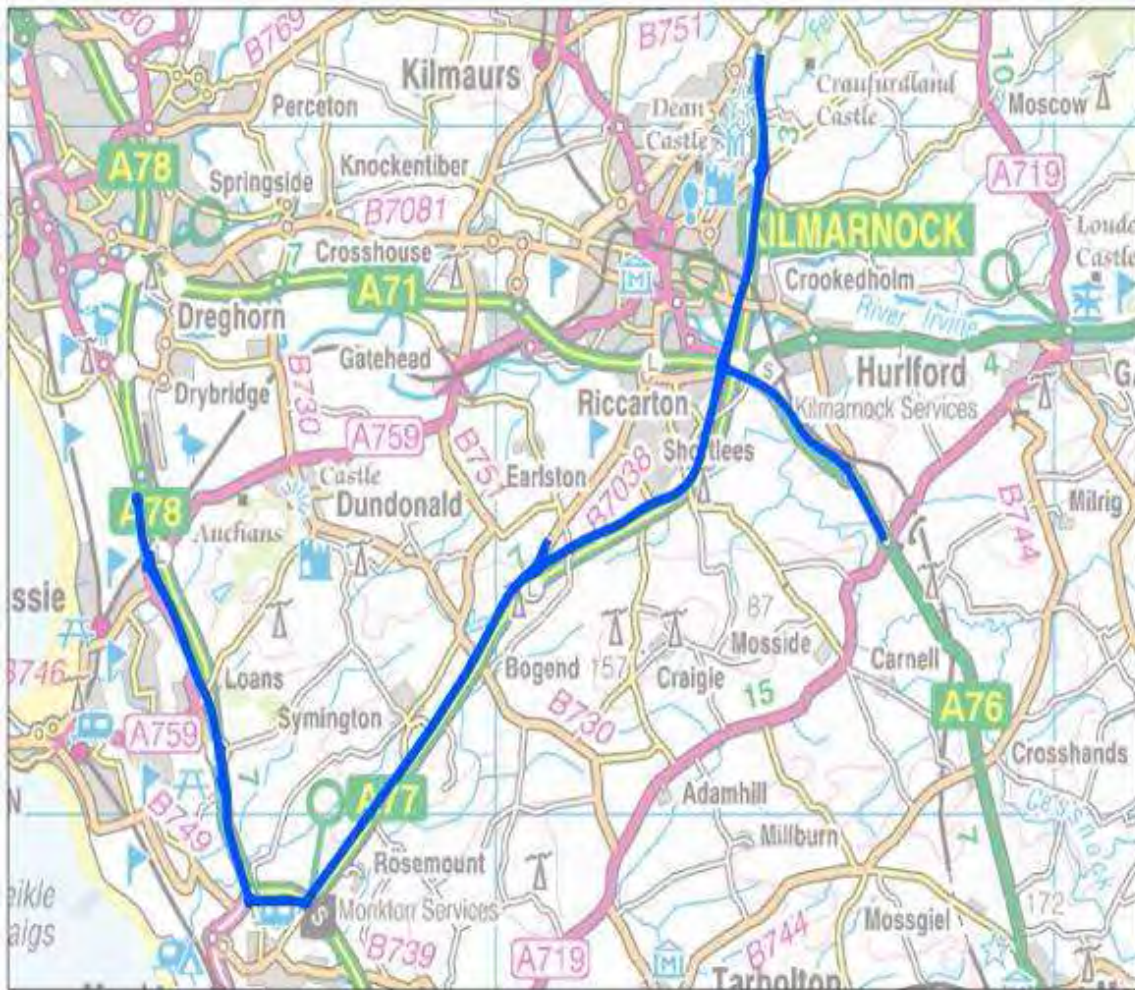


Section ID	Stage	Status	Description
Section A	1	Treat	Leave Ayr depot
	2	Treat	A77 N/B carriageway to Sandyford Toll
	3	Treat	Sandyford Toll and continue A77 Northbound
	4	Treat	A77 Northbound carriageway to Dutch House Roundabout
	5	Treat	Dutch House Roundabout and continue on to A77 Southbound carriageway
	6	Treat	A77 S/B carriageway to Sandyford Toll
	7	Travel	At Sandyford Toll take the second exit to A77 S/B carriageway
	8	Treat	A77 S/B carriageway to Whitletts Roundabout
	9	Treat	Approach Whitletts Roundabout in the nearside lane
	10	Treat	Whitletts Roundabout in nearside lane and continue on to A77 S/B carriageway
	11	Treat	A77 S/B carriageway to Holmston Roundabout
	12	Treat	Holmston Roundabout and continue on to A77 S/B carriageway
	13	Treat	A77 S/B carriageway to Bankfield Roundabout
	14	Treat	Bankfield Roundabout and continue on to A77 S/B carriageway
	15	Treat	A77 S/B carriageway through Minishant to Maybole Cross
Section B	16	Treat	A77 S/B carriageway from Maybole Cross to Kirkoswald and Turnberry
Section C	17	Treat	A77 S/B carriageway from Turnberry to Bridgemill Roundabout at Girvan
	18	Treat	Bridgemill Roundabout and continue on to A77 S/B carriageway



	19	Treat	A77 S/B carriageway to traffic lights. Continue straight through Dalrymple Street and Glendoune Street to mini roundabout.
	20	Treat	Take 1st exit at mini roundabout to A77 S/B carriageway.
	21	Treat	A77 S/B carriageway to Shallochpark Roundabout
	22	Treat	Shallochpark Roundabout and splitter to A77 N/B carriageway
	23	Travel	A77 N/B carriageway to mini roundabout
	24	Treat	Mini roundabout and continue along Henrietta Street to roundabout
	25	Treat	Take 2nd exit on roundabout and continue treating to traffic lights on Knockcushan St
	26	Travel	Turn left at traffic lights and travel A77 N/B carriageway to Bridgemill Roundabout
	27	Treat	Splitters at Bridgemill Roundabout
Section A	28	Travel	A77 N/B through Turnberry, Kirkoswald, Maybole and Minishant to Bankfield Roundabout
	29	Treat	Splitters at Bankfield Roundabout
	30	Travel	A77 N/B carriageway to Holmston Roundabout
	31	Treat	Splitters at Holmston Roundabout
	32	Travel	A77 N/B carriageway to Whitletts Roundabout
	33	Treat	Splitters at Whitletts Roundabout
	34	Treat	A77 N/B carriageway to Ayr Depot Jct
	35	Treat	Turn left to Ayr depot at Jct

**Route A20/3**



Section ID	Stage	Status	Description
Section A	1	Travel	Travel from Ayr depot to Dutchhouse Roundabout
	2	Treat	A77 N/B to Spittalhill interchange
Section B	3	Treat	A77 N/B from Spittalhill interchange to Bellfield interchange
Section C	4	Treat	A77 N/B from Bellfield interchange to Connect Boundary at Meiklewood Interchange
	5	Travel	Travel round Meiklewood Interchange to A77 S/B at end of slip road
	6	Treat	A77 S/B from Boundary to Bellfield Interchange
Section B	7	Treat	A77 S/B from Bellfield Interchange to Spittalhill interchange
Section A	8	Treat	A77 S/B from Spittalhill to Dutchhouse Roundabout
	9	Travel	Travel A77 N/B to start of Spittalhill off slip
Section B	10	Treat	Spittalhill N/B off slip
	11	Travel	Turn and travel to start of Spittalhill S/B on slip
	12	Treat	Spittalhill S/B on slip
Section C	13	Travel	Travel A77 S/B to Dutchhouse and turn and travel to start of A77 N/B off slip at Bellfield
	14	Treat	Bellfield N/B off slip, Bellfield Roundabout and N/B on slip
	15	Travel	Travel A77 N/B to start of Grass yards off slip
	16	Treat	Grassyards N/B off slip and N/B on slip
	17	Travel	Travel A77 to Meiklewood and turn and travel A77 S/B to start of Grassyards S/B off slip
	18	Treat	Grassyards S/B off slip and S/B on slip

Section B	19	Travel	Travel A77 S/B to start of Bellfield off slip
	20	Treat	Bellfield S/B off slip and then A76 S/B to Crossroads roundabout, circulate Bowhouse roundabout
	21	Travel	Travel A76 south to Bargower and turn and travel A76 north to start of splitter island at Crossroads roundabout
	22	Treat	Splitter island at south of roundabout and splitter at north of roundabout
	23	Travel	Travel A76 north to splitter island at south of Bowhouse roundabout
	24	Treat	Splitter island at south of roundabout and splitter at north of roundabout
	25	Travel	Travel A76 N/B to Bellfield roundabout
Section D	26	Treat	Bellfield S/B on slip
	27	Travel	Travel A77 S/B to Dutchhouse roundabout
	28	Treat	A78 south from Dutchhouse to Monktonhead roundabout
	29	Treat	A78 south from Monktonhead to Meadowhead roundabout
	30	Treat	A78 north from Meadowhead to Monktonhead roundabout
	31	Treat	Circulate Monktonhead roundabout and Treat A78 south to Dutchhouse roundabout
	32	Travel	Travel A77 S/B to start of splitter lanes at Whitletts Rbt
	33	Treat	Splitter lanes 3 and 4 at Whitletts Rbt
	34	Travel	End of route and return to depot



**Route A20/4**

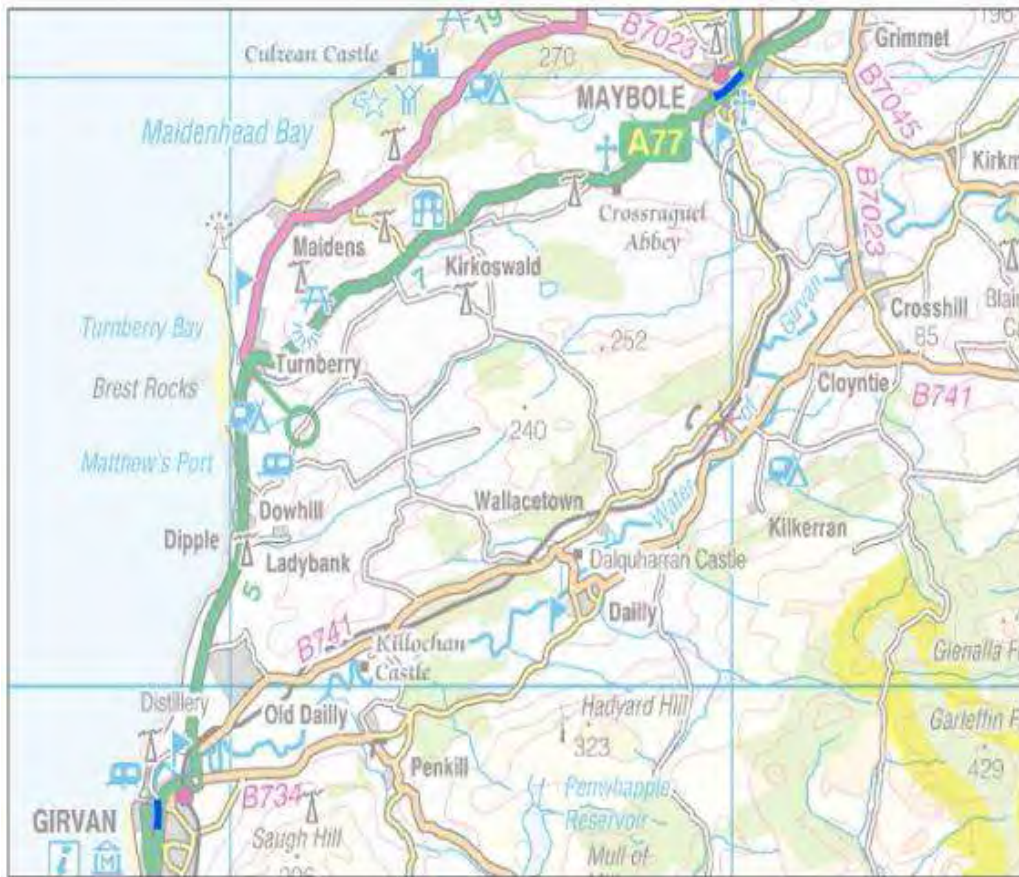


Section ID	Stage	Status	Description
Section A	1	Travel	Travel to start of route on A78 at Loans N/B off slip
	2	Treat	Loans N/B off slip
	3	Travel	Travel to A78 Loans N/B on slip
	4	Treat	Loans N/B on slip
	5	Travel	Travel to A78 Hillhouse N/B off slip
	6	Treat	Hillhouse N/B off slip
	7	Travel	Travel Old Ayr Rd to Meadowhead roundabout
	8	Treat	A78 N/B from Meadowhead roundabout to Warrix Interchange
	9	Treat	A78 N/B to Eglinton Interchange
	10	Treat	A78 N/B to Pennyburn roundabout
Section B	11	Treat	Pennyburn roundabout and A78 N/B to Sharphill roundabout
	12	Treat	Sharphill roundabout and A78 N/B to Chapelhill roundabout
	13	Treat	Chapelhill roundabout
	14	Treat	A78 N/B to end of splitter island
	15	Treat	A78 N/B to Montfode roundabout
Section C	16	Treat	A78 N/B to Seamill Hydro
	17	Treat	A78 N/B to Yerton Brae
	18	Treat	A78 N/B to Hunterston Power Station roundabout
	19	Treat	Hunterston roundabout
	20	Treat	A78 S/B to end of splitter island
	21	Travel	Travel A78 S/B to start of splitter island at Montfode
Section B	22	Treat	Splitter island
	23	Travel	Travel to splitter island at south of Montfode roundabout

Section ID	Stage	Status	Description
	24	Treat	Splitter Island
	25	Travel	Travel A78 S/B to start of splitter island at Chapelhill roundabout
	26	Treat	Splitter island
	27	Travel	Travel to A78 S/B
	28	Treat	A78 S/B from Chapelhill roundabout to Sharphill roundabout
	29	Treat	A78 S/B from Sharphill to Pennyburn roundabouts
Section A	30	Treat	A78 S/B from Pennyburn to Eglinton Interchange
	31	Treat	A78 S/B from Eglinton to Warrix Interchange
	32	Treat	A78 from Warrix to Meadowhead roundabouts
	33	Travel	Travel A78 N/B to Newhouse n/b off slip
	34	Treat	Treat off slip
	35	Travel	Travel to Newhouse n/b on slip
	36	Treat	Treat on slip
	37	Travel	Travel A78 N/B to Warrix n/b off slip
	38	Treat	Treat off slip
	39	Travel	Travel to Warrix n/b on slip
	40	Treat	Treat on slip
	41	Travel	Travel A78 N/B to Eglinton n/b off slip
	42	Treat	Treat off slip
	43	Travel	Travel to Eglinton n/b on slip
	44	Treat	Treat on slip
	45	Travel	Travel A78 to Eglinton S/B off slip
	46	Treat	Treat off slip
	47	Travel	Travel to Eglinton S/B on slip
	48	Treat	Treat on slip
	49	Travel	Travel A78 to Warrix S/B off slip
	50	Treat	Treat off slip
	51	Travel	Travel to Warrix S/B on slip
	52	Treat	Treat on slip
	53	Travel	Travel A78 to Newhouse S/B off slip
	54	Treat	Treat off slip
	55	Travel	Travel to Newhouse S/B on slip
	56	Treat	Treat on slip
	57	Travel	Travel A78 to Hillhouse S/B off slip via Old Ayr Rd
	58	Treat	Treat on slip
	59	Travel	Travel to Loans S/B off slip
	60	Treat	Treat off slip
	61	Travel	Travel to Loans S/B on slip
	62	Treat	Treat on slip
	63	Travel	End of route, return to depot

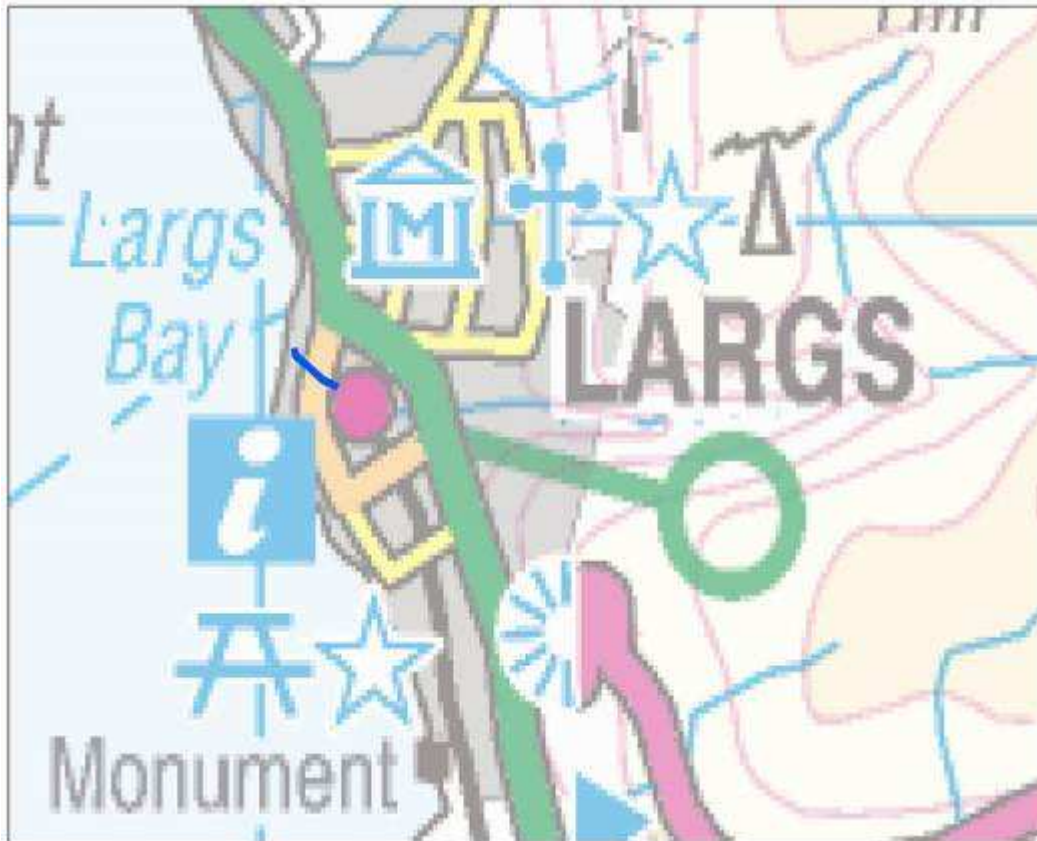


**Route A20/5**



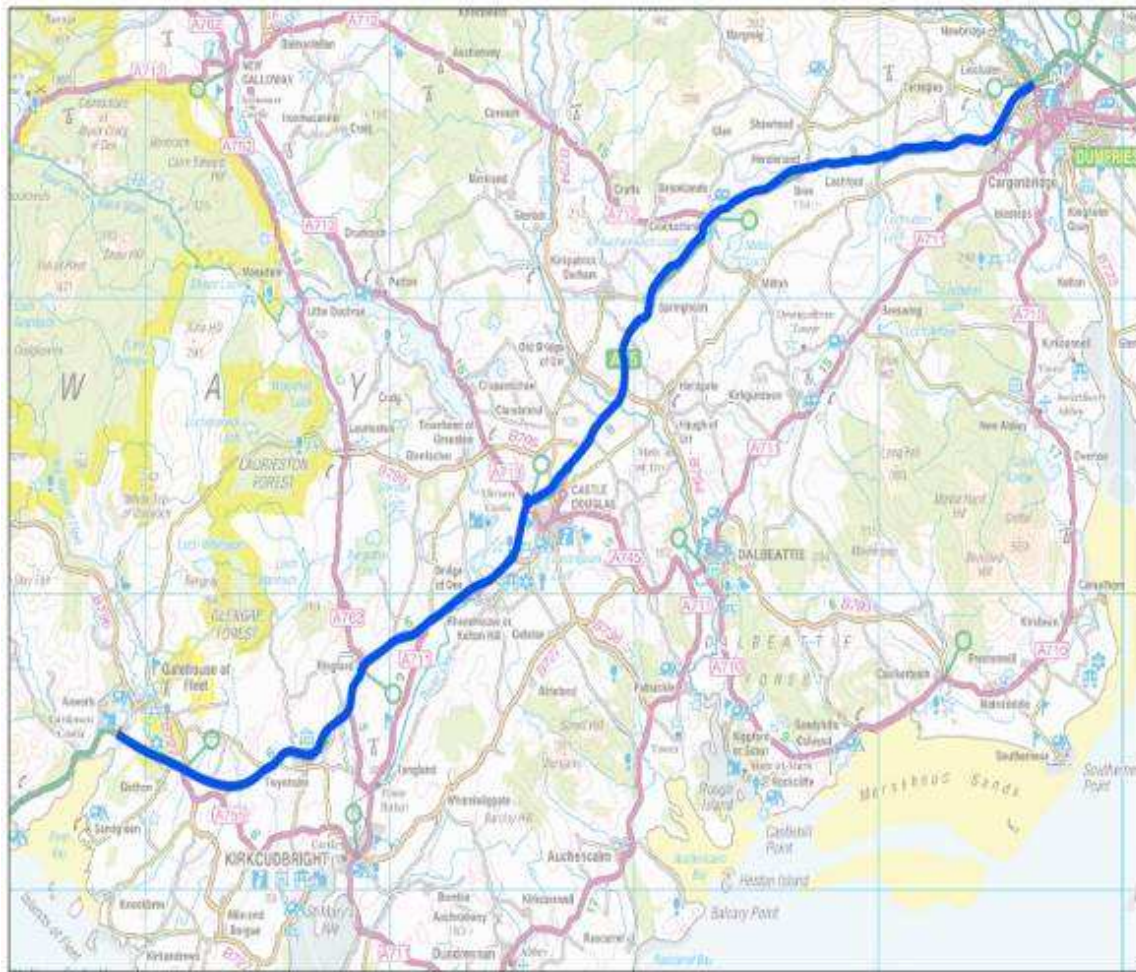
Section ID	Stage	Status	Description
Section A	1	Travel	Proceed to Maybole at junction of St Cuthberts Rd.
	2	Treat	High St from St Cuthberts Rd to Carrick St
	3	Travel	Cross carriageway to other side.
	4	Treat	High St from Carrick St to St Cuthberts Rd
	5	Travel	Proceed to Girvan to Junction of Dalrymple St and Knockcushion St.
	6	Treat	Dalrymple St from traffic lights to Duncan St.
	7	Travel	Cross carriageway to other side.
	8	Treat	Dalrymple St from Duncan St to Traffic Lights.
	9	Travel	End of route, return to depot

**Route A20/6**



Section ID	Stage	Status	Description
Section A	1	Travel	Proceed to Main St Largs
	2	Treat	Spray from roundabout at Aitken St to junction of Fort St
	3	Travel	Cross carriageway to other side.
	4	Treat	Spray from traffic lights to junction of Aitken St
	5	Travel	End of route, return to depot

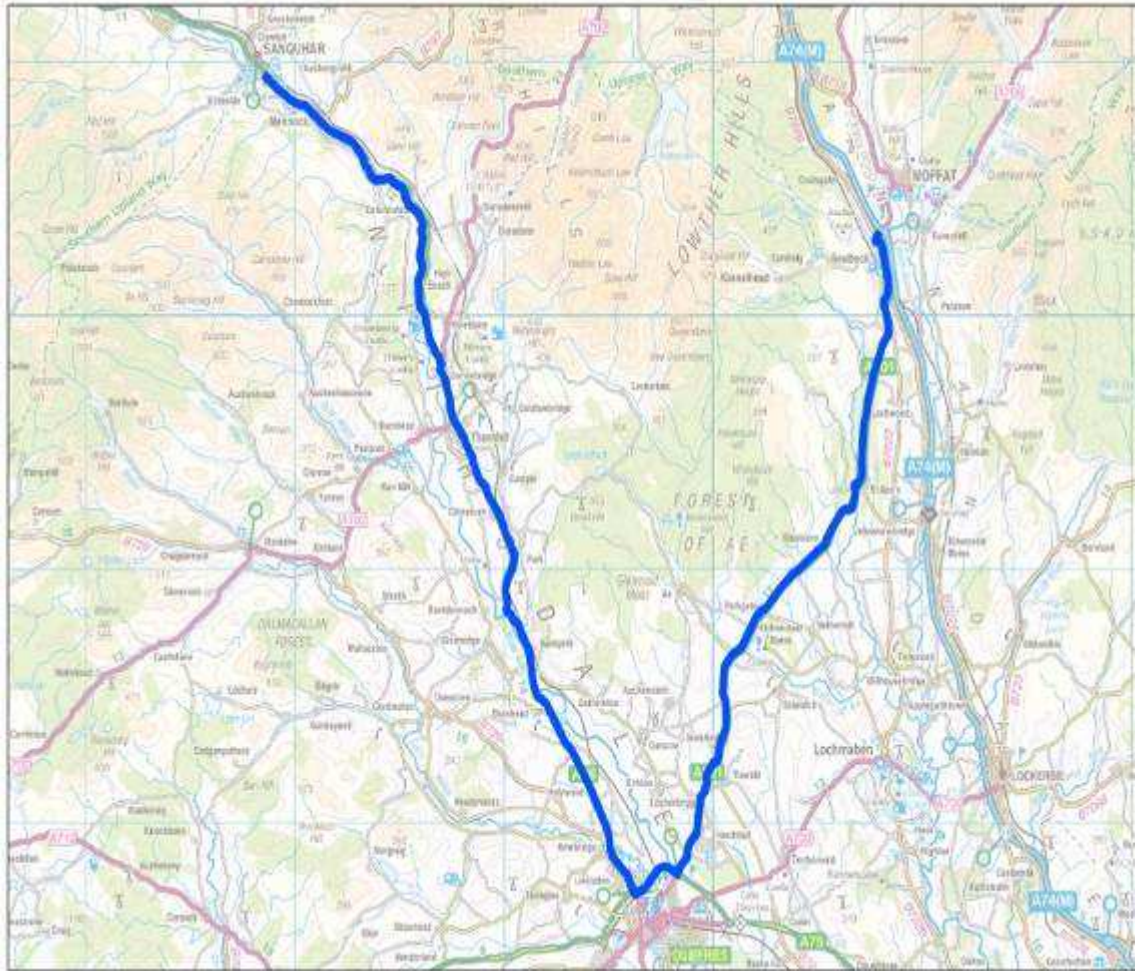
**Route CD20/1**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to Gatehouse West Jct
	2	Treat	Gatehouse West Jct to start of 3 lanes.
Section B	3	Treat	Start of 3 lanes to end
	4	Treat	End of 3 lanes to Twynholm
	5	Treat	3 lanes at Twynholm to end of 3 lanes
	6	Treat	Twynholm to Hightae
	7	Treat	Hightae to Allanton
	8	Treat	Allanton to Ramhill Bridge
	9	Treat	Ramhill Bridge to 3 lanes at Beattyknowes
	10	Treat	Start of 3 lanes to end
Section C	11	Treat	From End of 3 lanes to start of Glen Dual at Drummore roundabout
	12	Treat	Eastbound Dual to start of 3 lanes
	13	Treat	3 lanes section on the Glen
	14	Treat	End of 3 lanes at Garroch roundabout to Glasgow Rd roundabout
	15	Travel	Glasgow Rd Rbt to start of Westbound dual travel
	16	Treat	Start of Westbound dual to end
	17	Travel	End of route return to depot



**Route W20/1**

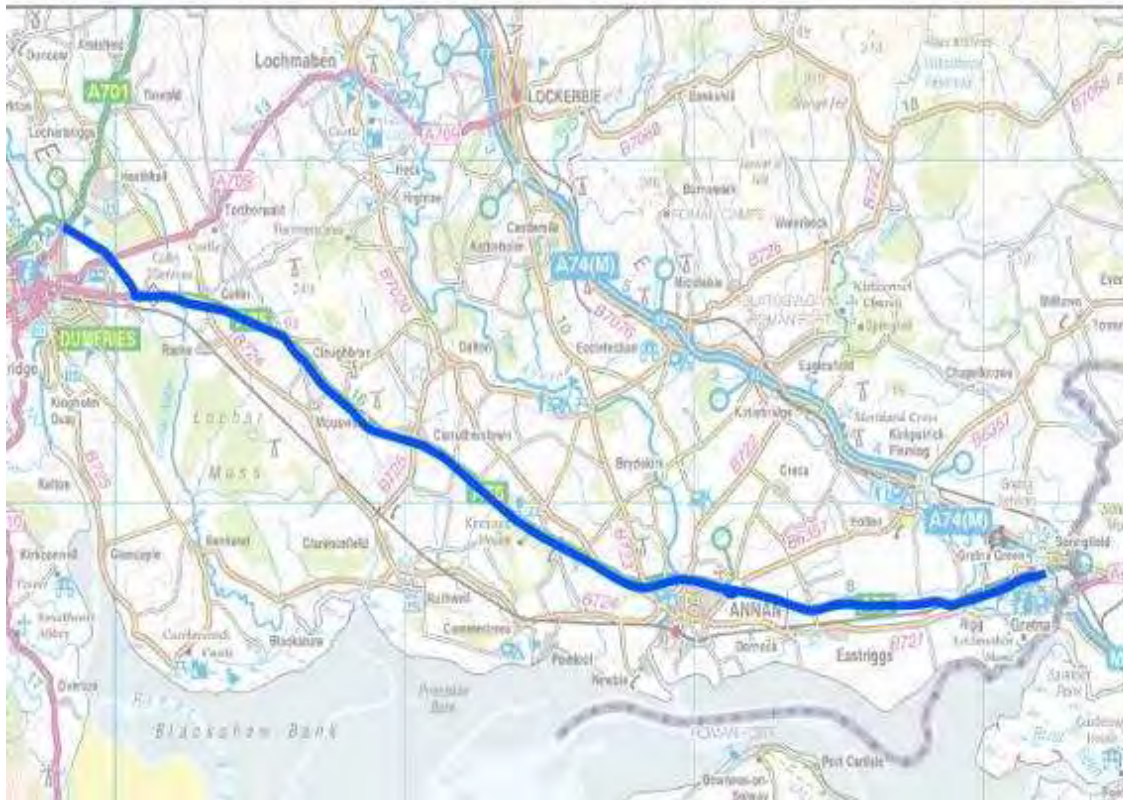


Section ID	Stage	Status	Description
Section A	1	Travel	Depot to Beattock East Roundabout
	2	Treat	Beattock East Roundabout – Beattock South Jct
	3	Treat	Beattock South Jct – St Ann’s Bridge
	4	Treat	St Ann’s Bridge – South Mollinburn Bridge
	5	Treat	South Mollinburn Bridge - Burance
	6	Treat	Burance – Ae Bridge
	7	Treat	Ae Bridge – Parkgate junction
Section B	8	Treat	Parkgate junction – Johnfield (McEwan’s Bus Depot)
	9	Treat	Johnfield – Amisfield
	10	Treat	Amisfield – Tinwald Downs
	11	Travel	Turn at roundabout and head A701 n/b
	12	Treat	Treat Tinwald to Amisfield 3 <sup>rd</sup> lane
	13	Travel	Turn and travel A701 to Tinwald downs
	14	Treat	Tinwald Downs R/A – A75 Edinburgh Rd R/A
	15	Treat	A75 Edinburgh Rd R/A – A75 Glasgow Rd R/A
Section C	16	Treat	A75 Glasgow Rd R/A – A76 Lochside R/A (n/b)
	17	Treat	A76 Lochside R/A – A75 Glasgow Rd R/A (S/B)
	18	Treat	A75 Glasgow Rd R/A – A76 Irongray Jct (South)
	19	Treat	A76 Irongray Jct (South) – A76 Newbridge Jct
	20	Treat	A76 Newbridge Jct – A76 Glengowar
	21	Treat	A76 Glengowar – A76 Irongray Jct 9 (North)
	22	Treat	A76 Irongray Jct (North) – A76 Auldirth

Section D	23	Treat	A76 Auldgirth – A76 Barburgh Mill
	24	Treat	A76 Barburgh Mill – A76 Closeburn (South) 40mph
	25	Treat	A76 Closeburn – A76 Thornhill (South) 30mph
	26	Treat	A76 Thornhill (South) 30mph – A76 Thornhill (North) 30mph
	27	Treat	A76 Thornhill (North) 30mph – A702 junction CarronBridge
Section E	28	Treat	A76 north from A702 junction CarronBridge to Glenairlie start of 3 lanes
	29	Treat	A76 Glenairlie start of 3 lanes – A76 Mennock (North) 30mph
	30	Treat	A76 Mennock (North) – A76 Sanquar (South) 30mph
	31	Treat	A76 Sanquar (South) 30mph – A76 Crawick Bridge
	32	Travel	End of route – Return to depot via Wayside



**Route W20/2**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to A701 Edinburgh Rd roundabout
	2	Treat	A701 Rbt to start of Collin By-pass
Section B	3	Treat	Collin Eastbound to end of Eastbound
	4	Treat	End of East dual to Carrutherstown
Section C	5	Treat	Carrutherstown 3 lane Hargrove improvement section to Start of Kinmount
	6	Treat	Start of Kinmount to end of Kinmount
	7	Treat	End of Kinmount to Gretna Eastbound dual
	8	Treat	Gretna Eastbound dual to Glasgow Rd off
	9	Travel	Glasgow off to Glasgow Rd on slip
	10	Treat	Gretna Westbound dual
	11	Travel	From end of dual carriageway to Annan junction
	12	Treat	Annan East Quadrant link road on and off slip
Section B	13	Travel	A75 westbound to Collin By-pass
	14	Treat	Collin Westbound dual
	15	Travel	End of route return to depot

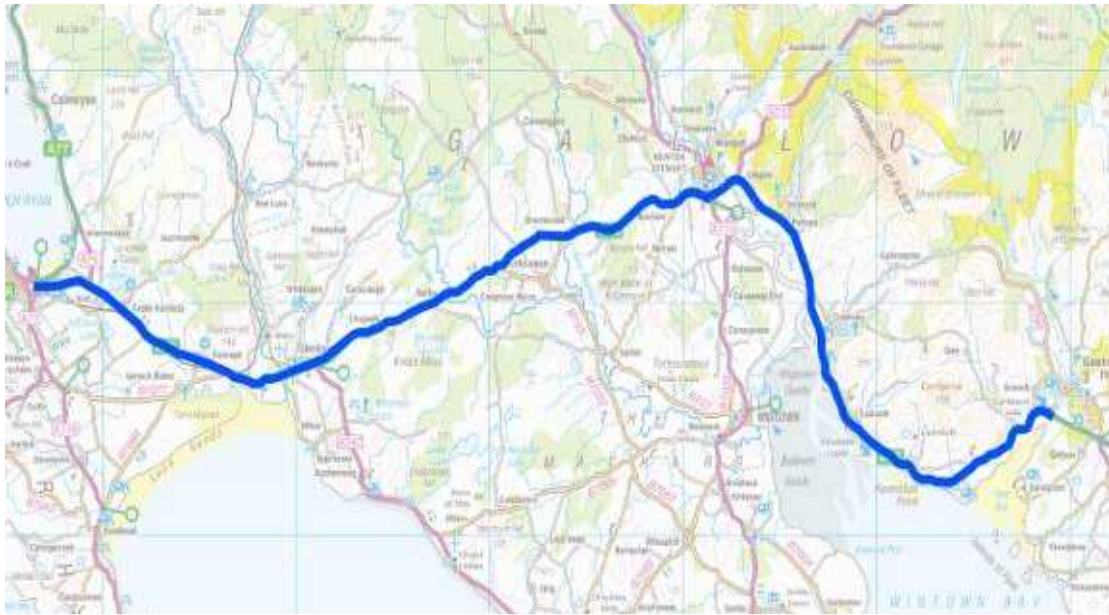
**Route S20/1**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to A75 Stair Drive
	2	Treat	A75 from Stair Drive to A751 Jct
	3	Travel	A751 to jct with A77 at Innermessan
	4	Treat	A77 north to new roundabout at ferry terminal at north of Cairnryan
Section B	5	Treat	From new roundabout at ferry terminal at north of Cairnryan to start of 3 lanes at Pinnies
	6	Treat	Start of 3 lanes to end of 3 lanes
	7	Treat	End of three lane to wide section
	8	Treat	New wide section to Watertanks
	9	Treat	Watertanks to Ballantrae village
Section C	10	Treat	Ballantrae village to Bennane hill improvement scheme
	11	Treat	Bennane improvement to start of 3 lane section
	12	Treat	Start of 3 lanes to end of 3 lanes at Bennane
	13	Treat	End of three lane to Shallochpark Rbt
	14	Travel	End of route return to depot



**Route S20/2**



Section ID	Stage	Status	Description
Section A	1	Travel	Depot to A77 Stair Drive
	2	Treat	A77 from Stair Drive to A751 Jct
	3	Treat	A751 from A77 at Innermessan to A75
	3	Treat	A75 from A751 Jct to 3 lanes at start of Dunragit west section
Section B	4	Treat	Start of 3 lane section to end of lane section
	5	Treat	Plantingend 3 lanes to River Luce Bridge
	6	Treat	River Luce Bridge to A747 (Quarry Jct)
	7	Treat	A747 (Quarry Jct) to Start of Eastbound Dual at Barlae
	8	Treat	Start of Eastbound dual to End of Eastbound dual
	9	Treat	End of dual to Kirkcowan Jct
	10	Travel	Kirkcowan Jct to Start of Westbound dual
	11	Treat	Westbound Dual to End of Dual
	12	Travel	End of Westbound dual to Eastbound off slip
	13	Treat	Eastbound off slip to Eastbound on slip
	14	Travel	Eastbound on slip to Kirkcowan
	15	Treat	Kirkcowan to Shennanton Jct
	16	Treat	Shennanton Jct to The House on the Stilts
17	Treat	The House on the Stilts to Benfield	
18	Treat	Benfield to Newton Stewart 3 lane section	
19	Treat	Newton Stewart, 3 lane section to Roundabout	
Section C	20	Treat	Newton Stewart Roundabout to Blackcraig
	21	Treat	Blackcraig to Palnure
	22	Treat	Palnure to Creetown West Jct
	23	Treat	Creetown West to Carsluith East Cott
	24	Treat	Carsluith East Cott to Skreburn
	25	Treat	Skyreburn to Gatehouse West Jct
	26	Travel	End of route return to depot

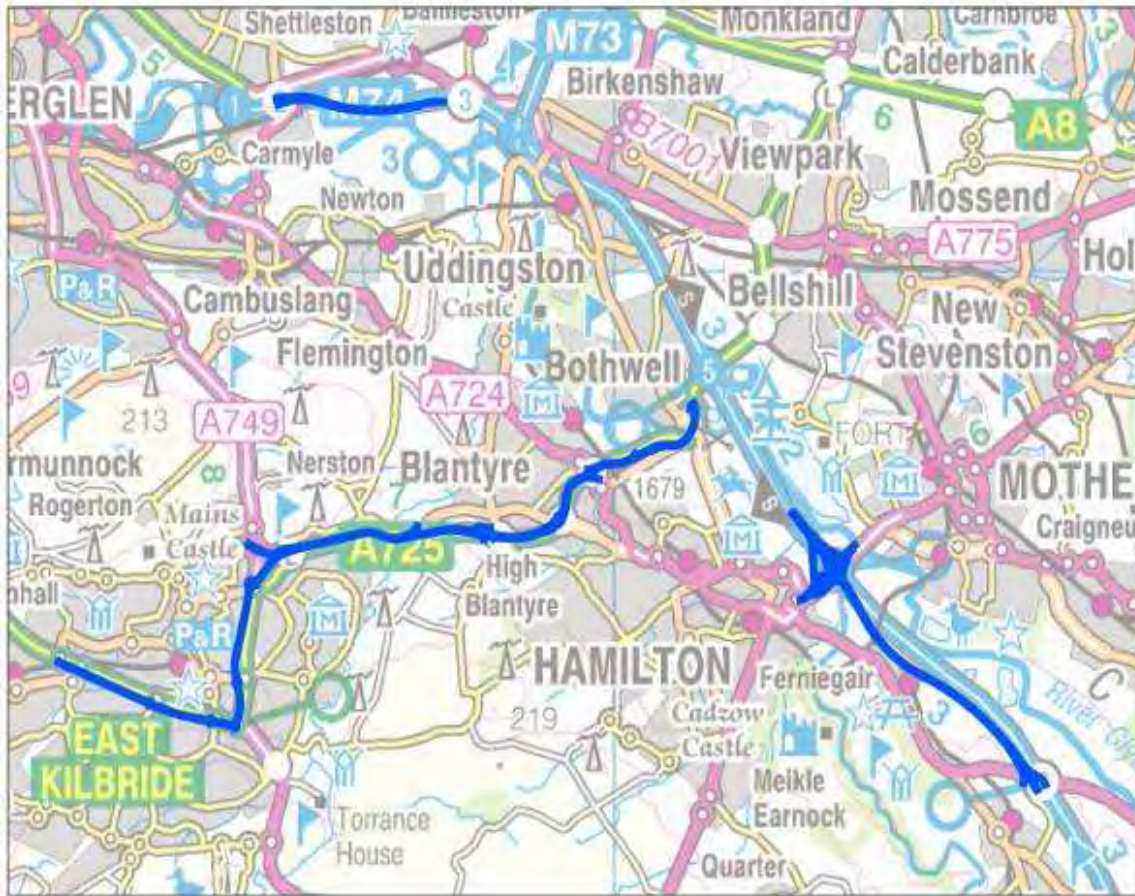
**40 Gramme routes**

Route No	Depot	Vehicle Registration	Description	Depot to Route (km)	Time to route (min)	Treated length (km)	Ave speed (km/hr)	Route time (min)	Alternative access	Ave width (m)	Route tonnage 40 gms	Treatment type
1	Polmadie	FN63CYJ	A725 Whistleberry - A726 East Kilbride	15	20	44.3	48	105	Ayr	6.3	11.1	Prewet
2	Polmadie	FM13DFY	M74 J 1 - J 3A	11	15	43.9	48	105	Ayr	7.2	12.6	Prewet
3	Polmadie	FH13RPX	M8 J13 - J26 and M80	24	20	39.0	48	110	Ayr	6.8	10.6	Prewet
4	Polmadie	FM13DFX	M74 J8 - J10	21	18	32.8	48	100	Ayr	8.7	11.4	Prewet
5	Polmadie	FH13RNN	M74 J12 - J10	27	22	26.1	48	105	Ayr	8.8	9.2	Prewet
7	Polmadie	FH13RPU	M80 and M8 J10 - J19	15	12	52.5	48	110	Ayr	7.1	14.9	Prewet
8	Polmadie	FM13DFE	M8 J29 - M898 and A82	14	20	50.0	51	77	Ayr	6.9	13.8	Prewet
9	Polmadie	FL63KUG	M8 J29 - J22 and A737 to Kilwinning	13	20	55.0	43	104	Ayr	7.1	15.5	Prewet
10	Polmadie	FM13DFG	M8 J30 - A8 Cartsdye and A82 slips	20	18	48.6	50	101	Ayr	7.0	13.6	Prewet
11	Polmadie	FN63CYH	A737 slips and M8 J29 - J24	13	20	33.5	55	105	Ayr	7.0	9.4	Prewet
12	Polmadie	FH13RPO	A78 Cartsdye Greenock to Bankfoot r/about	38	40	38.9	45	97	Ayr	6.9	10.6	Prewet
13	Polmadie	FL63KUH	M77	7	10	43.9	45	99	Ayr	7.2	12.6	Prewet
14	Polmadie	FJ06CRZ	M74 J9 - J12	32	25	23.8	45	100	Ayr	8.8	8.4	Prewet
15	Polmadie	FN06BZE	Erskine, Kingston, White Cart Viaduct and St James	13	20	16.4	55	110	Ayr	5.3	2.8	Potassium Acetate
1	Ayr	FH13RPY	A76 Mauchline - Mennock	16	25	51.1	30	113	Dumfries	7.3	14.9	Prewet
2	Ayr	FJ06CRX	A77 Ayr - Girvan	12	18	53.4	36	110	Stranraer	7.1	15.2	Prewet
3	Ayr	FM13DFZ	A77 Ayr - Kilmarnock and A76 Kilmarnock - Mauchline	6	8	41.7	30	103	Polmadie	7.0	11.7	Prewet
4	Ayr	FH13RPV	A78 Ayr - Hunterston	8	10	49.4	30	110	Polmadie	7.4	14.6	Prewet
5	Ayr	FH13RPZ	Ayr Bypass and A78 - Warrix Interchange	7	10	54.7	40	82	Polmadie	7.6	16.6	Prewet
6	Ayr	FM13DGF	A78 Hunterston to Bankfoot r/about	42	35	23.8	25	60	Polmadie	7.4	7.2	Prewet
1	Dumfries	FH13RNZ	Dumfries to Beattock	3	5	32.2	44	45	Dumfries	7.0	9.0	Prewet
2	Dumfries	FM13RNO	A75 Glasgow Rd roundabout to Gretna	3	5	50.0	35	99	Lockerbie	7.0	14.0	Prewet



3	Dumfries	FM13DFF	A76 Glasgow Rd roundabout - Mennock	3	5	44.3	45	58	Lockerbie	7.0	12.4	Prewet
1	Castle Douglas	FJ06CEX	A75 Creetown East - Hightae	41	35	33.7	48	42	Dumfries	7.5	10.1	Prewet
2	Castle Douglas	FM13DFJ	A75 Hightae - Glasgow Rd roundabout	3	5	41.6	45	57	Dumfries	7.7	12.8	Prewet
1	Stranraer	MX58AOR	A77 Stranraer - Girvan	3	6	55.9	44	87	Ayr	8.3	16.6	Prewet
2	Stranraer	MX58AOS	A75 Stranraer - Creetown East	3	6	50.6	40	100	Castle Douglas	7.5	15.2	Prewet

**Route P40/1**



Section ID	Stage	Route	Description
	1	Travel	Leave depot and travel M74 to A725 Whistleberry roundabout
	2	Treat	Treat A725 from River Clyde bridge to Whirlies and then A726 to East Mains roundabout circulating roundabouts on route, include Whirlies bypass S/B and Treat A725 S/B to River Clyde Bridge
	3	Travel	Travel A725 southbound to Whistleberry S/B off slip
	4	Treat	Treat A725 Whistleberry S/B off slip
	5	Travel	Travel Whistleberry Rd to Glasgow Rd
	6	Treat	Treat S/B on slip from Glasgow Rd
	7	Travel	Travel A725 to Main St S/B off slip
	8	Treat	Treat A725 Main St S/B off slip and S/B on slip, continue Treat through dedicated lane
	9	Treat	Treat S/B off slip at Douglas St and S/B on slip
	10	Travel	Travel A725 S/B to A725 / A749 Mavor Split (Bear right)
	11	Treat	Treat from A725 to A749 Mavor (turnabout Mavor)
	12	Treat	Treat from A749 Mavor to A725 Whirlies bypass join
	13	Travel	Travel A725 N/B to Hamilton Rd
	14	Treat	Treat N/B off slip to Hamilton Rd
	15	Travel	Travel Stoneymeadow Rd and rejoin A725 at Nerston Rd end and travel A725 N/B to off slip at Douglas St
	16	Treat	Treat N/B off slip at Douglas St and N/B on slip
	17	Travel	Travel A725 to Main St N/B off slip
	18	Treat	Treat A725 Main St N/B off slip and N/B on slip
	19	Travel	Travel A725 N/B to Craighead off slip
	20	Treat	Treat A725 N/B Craighead off slip

Section ID	Stage	Route	Description
	21	Travel	Travel Craighead Rd to Whistleberry Rd to Glasgow Rd to roundabout at Forrest St, turn around to Glasgow Rd N/B on slip
	22	Treat	Treat Glasgow Rd N/B on slip
	23	Travel	Travel A725 to off slip at Craighead Rd, travel off slip
	24	Treat	Treat Craighead Rd N/B on slip
	25	Travel	To M74 Junction 6 at boundary with DBFO
	26	Treat	M74 Junction 6 S/B off/slip to Motherwell
	27	Travel	Turn at traffic lights, to Airbles Rd, Tinkers Lane, A723 WB To M/74 Junction 6 on slip S/B
	28	Treat	M74 Junction 6 S/B on slip from Motherwell
	29	Treat	M74 S/B main carriageway and then off slip to Junction 7
	30	Treat	Junction 7 S/B off slip to right hand lane
	31	Travel	Turn right and return M74 N/B on/slip Junction 7
	32	Treat	M/74 Junction 7 on/slip to main c/way
	33	Travel	M/74 Junction 6 n/b off slip TO Hamilton
	34	Treat	M74 Junction 6 off/slip to Hamilton N/B
	35	Travel	To r/about and return to M74 N/B to Junction 6 on/slip from Hamilton
	36	Treat	ON/slip Junction 6 Hamilton n/b to MAIN C/WAY
	37	Travel	M/74 TO N/b Junction 5 Off/slip at Raith and then roundabout to M74 S/B on slip and take M74 S/B
	38	Treat	From DBFO boundary S/B (lane 1/and H/S) to M74 Junction 6 S/B off slip to Hamilton.
	39	Treat	M74 Junction 6 S/B off slip to Hamilton
	40	Travel	u/turn at r/about Hamilton and return M74 Junction 6 S/B on slip
	41	Treat	M/74 Junction 6 S/B on slip from Hamilton
	42	Travel/Treat	M/74 S/B Junction 7 off/slip ( <b>Treat left hand lane at top of slip</b> ) and return Junction 7 n/b on/slip and travel to Junction 6 off/slip (caution: when returning to nb on slip from Off slip)
	43	Treat	M/74 Junction 6 off/slip to Motherwell N/B
	44	Travel	Turn to Airbles Rd, Tinkers Lane, A723 WB To M74 N/B Junction 6
	45	Treat	M/74 Junction 6 on/slip n/b from Motherwell, Treat L1/HS to Boundary with DBFO (R5 takes over)
	46	Travel	End of route travel back to depot



**Route P40/2**

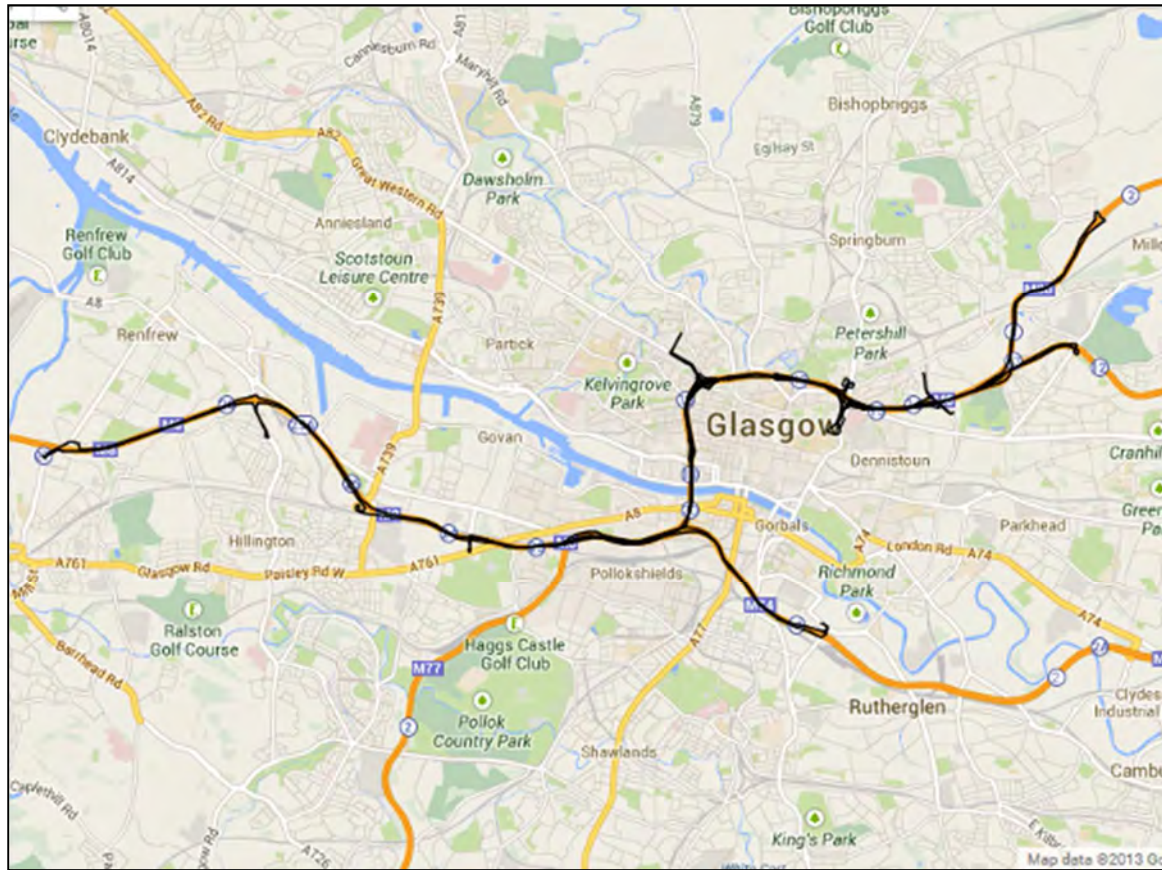


Section ID	Stage	Route	Description
	1	Travel	Travel from depot to M74 northbound at junction 3a at DBFO boundary
	2	Treat	Treat M74 northbound from junction 3a to M8 and slip road on to M8 lane 2 and 3 to junction 23 off slip
	3	Travel	Travel M8 w/b to junction 23 and u- turn and travel M8 e/b to start of M74 southbound carriageway
	4	Treat	Treat M74 southbound to M74 junction 3a lane 2 and 3
	5	Travel	M74 jct 3a southbound off slip
	6	Travel	M74 jct 3a northbound on slip
	7	Treat	Treat M74 northbound from junction 3a to junction 1 Hardshoulder and lane 1
	8	Treat	Treat M74 junction 1 northbound off slip
	9	Travel	Travel Carnoustie St, Scotland St, West St and Wallace St to M74 southbound on slip
	10	Treat	Treat M74 junction 1 southbound on slip
	11	Treat	Treat M74 southbound to M74 junction 3a hard shoulder and lane 1
	12	Travel	M74 n/b to A763 Junction 3 off slip
	13	Treat	M74 Junction 3 off slip to Carmyle then turn right
	14	Travel	A763 Carmyle to M74 S/B on slip
	15	Treat	M74 Junction 3 S/B on slip
	16	Travel	M74 S/B to junction 3a and turn and travel M74 n/b
	17	Travel	Travel to M74 junction 2a n/b off slip



Section ID	Stage	Route	Description
	18	Treat	Treat M74 junction 2a n/b off slip
	19	Treat	Treat M74 junction 2a n/b on slip
	20	Travel	Travel to M74 junction 2 n/b off slip
	21	Treat	Treat M74 junction 2 n/b off slip
	22	Treat	Treat M74 junction 2 n/b on slip
	23	Travel	Travel to M74 junction 1a n/b off slip
	24	Treat	Treat M74 junction 1a n/b off and n/b on slip
	25	Travel	Travel to M74 n/b to junction 1 and U-turn
	26	Travel	Travel M74 southbound to junction 1a
	27	Treat	Treat M74 junction 1a S/B off slip
	28	Treat	Treat M74 junction 1a S/B on slip
	29	Travel	Travel M74 southbound to junction 2 off slip
	30	Treat	Treat M74 junction 2 S/B off slip
	31	Treat	Treat M74 junction 2 S/B on slip
	32	Travel	Travel M74 southbound to junction 2a and U-turn and travel M74 northbound to junction 2
	33	Treat	Treat M74 northbound junction 2 off slip splitter island at foot of slip road
	34	Travel	Travel Cambuslang Rd and U-turn where suitable
	35	Treat	Treat M74 junction 2 splitter island at foot of northbound on slip
	36	Travel	Travel M74 northbound to junction 1a
	37	Treat	Treat M74 northbound junction 1a off slip splitter island at foot of slip road
	38	Travel	Travel Polmadie Rd and U-turn where suitable
	39	Treat	Treat M74 junction 1a splitter island at foot of northbound on slip
	40	Travel	Travel M74 northbound to junction 1 and U-turn and travel M74 southbound to junction 1a
	41	Treat	Treat M74 junction 1a splitter island at foot of southbound off slip
	42	Travel	Travel Polmadie Rd and U-turn where suitable
	43	Treat	Treat M74 junction 1a splitter island at foot of southbound on slip
	44	Travel	Travel M74 southbound to junction 2
	45	Treat	Treat M74 southbound junction 2 off slip splitter island at foot of slip road
	46	Travel	Travel Cambuslang Rd and U-turn where suitable
	47	Treat	Treat M74 junction 2 splitter island at foot of southbound on slip
	48	Travel	End of route and return to depot

**Route P40/3**

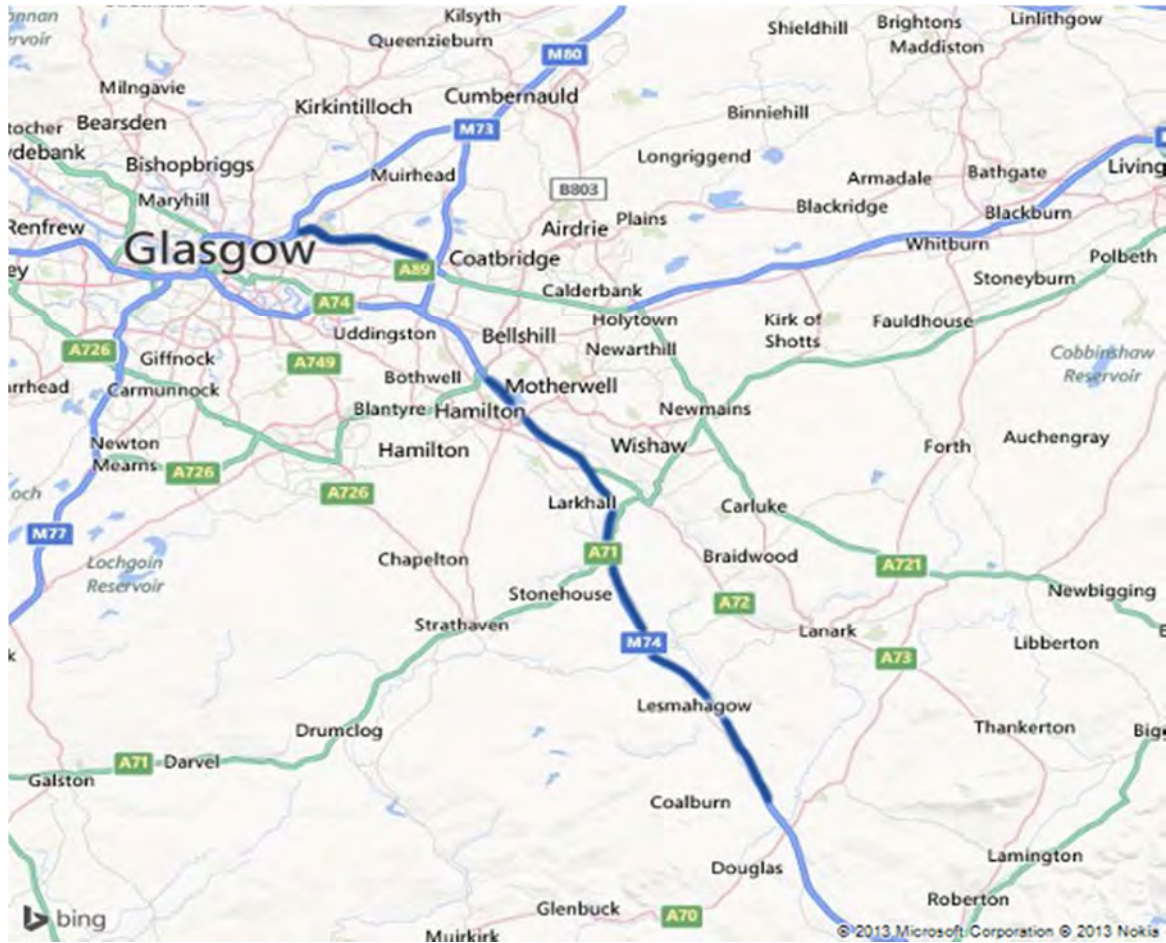


Section ID	Stage	Route	Description
	1	Travel	Proceed to 300m prior to M8 junction 13 W/B off slip
	2	Treat	From 300m prior M8 J13 Off slip (lanes 1,2 and 3 variations) to start of Kingston Bridge
	3	Travel	Kingston Bridge WB
	4	Treat	M8 WB from Kingston Bridge to Junction 24
	5	Travel	M8 WB Carriageway to J24 WB Off slip
	6	Treat	M8 J24 WB Off and On slip
	7	Travel	J24 WB On slip to J25 WB Off slip
	8	Treat	J25 WB Off and On slips
	9	Travel	M8 WB to J26 WB Off slip
	10	Treat	J26 WB Full Off and On slip
	11	Travel	WB from J26 to J27, turnabout J27 and travel to J26 EB Off slip
	12	Treat	M8 J26 EB Full Off and On slip
	13	Travel	M8 EB to 300m prior to J25 EB Off slip
	14	Treat	M8 EB Main Cway 300m prior to J25 Clyde Tunnel to start of Kingston Bridge
	15	Travel	M8 Kingston Bridge EB
	16	Treat	M8 EB Main Cway after Kingston Bridge and Off slip to J17 Great Western Rd, then turn where appropriate
	17	Travel	Great Western rd. to J17 EB On slip
	18	Treat	M8 J17 E/B on slip to M8, and continue Offside lane to EB Off slip at J15 Castle St (traffic lights)
	19	Travel	Alexander Parade and Glebe Street (right, and then right), Springburn Expressway (Stirling Rd) to M8 J15 WB On slip
	20	Treat	M8 WB On slip from Stirling Road and Main Cway Offside, continuing to Charing Cross Off slip to the traffic lights

Section ID	Stage	Route	Description
	21	Travel	Continue U turn to St Georges Rd Lights and M8 J18 EB On slip
	22	Treat	M8 J18 EB On slip from Charing Cross
	23	Travel	Travel M8 Jct 15 EB Off slip to Kirkintilloch.
	24	Treat	M8 J15 EB Off slip to Kirkintilloch
	25	Travel	Baird St, slip Off to Springburn SB Expressway to M8 J15 Loop U
	26	Treat	M8 J15 Loop U WB On slip and Nearside Lane, continuing to Treat J16 WB Off slip to Lights
	27	Travel	Right from Traffic Lights to M8 J16 EB On slip
	28	Treat	M8 J16 EB On slip to merge
	29	Travel	M8 EB Cway to J14 EB Off slip
	30	Treat	M8 J14 EB Off slip (blast at bottom)
	31	Travel	Turn left, travel Viewpark Avenue to roundabout, U-turn and return to J14 WB On slip
	32	Treat	M8 J14 WB On slip to Merge
	33	Travel	Continue M8 WB to J15 Castle St Off slip
	34	Treat	M8 J15 Castle St WB Off slip
	35	Travel	Turn Right at Traffic Lights
	36	Treat	M8 J15 Castle St EB On slip and lane 1 and 2 to the M8 J13/M80 NB Off slip
	37	Travel	M80 NB, U Turn at J2, M80 SB to J1 Off slip
	38	Treat	M80 SB cway from J1 Off slip to the M8 Main Cway, continuing with lanes 1 and 2 (layby/hardshoulders) to Off slip at J15 Cathedral/Glasgow Cross.
	39	Travel	M8 E/B to where jct 13 M80 off slip, stay on M8 carriageway.
	40	Treat	M8 e/b hard should to where M80 e/b on slip merges.
	41	Travel	End of route and return to depot



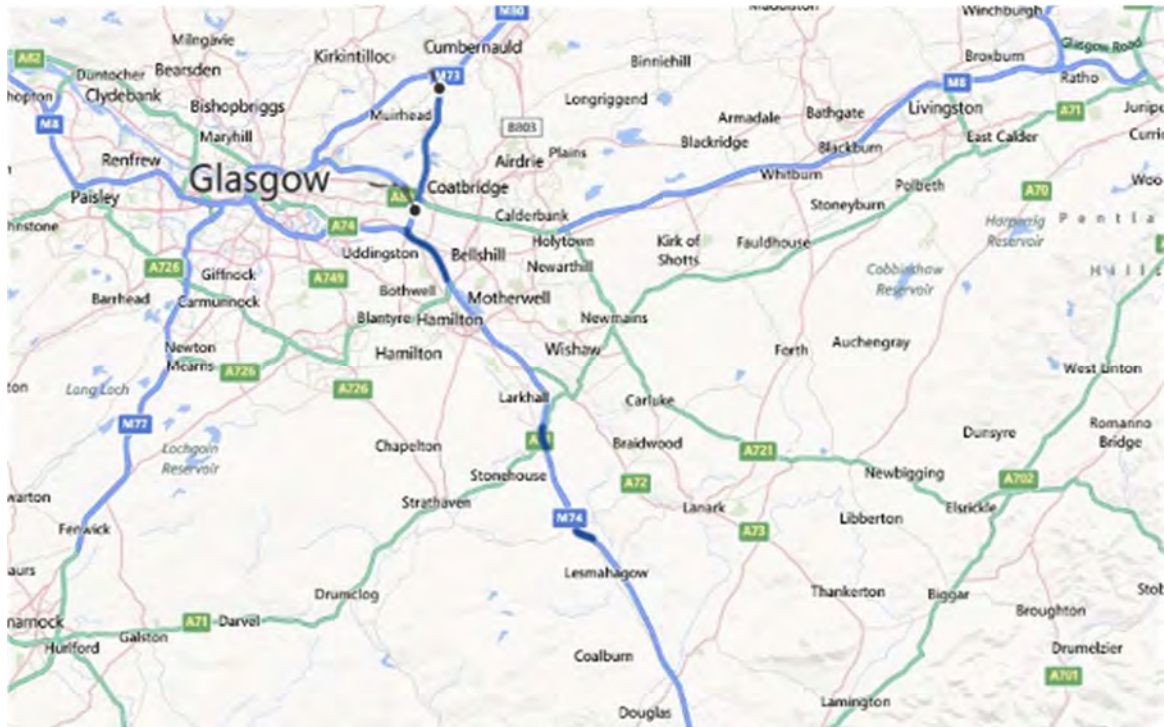
**Route P40/4**



Section ID	Stage	Route	Description
	1	Travel	M74 S/B junction 7 to where off slip leaves, stay on main carriageway.
	2	Treat	M74 S/B and Junction 8 slip Road off to (A71), TURN LEFT Treat H/S, lane 1 and 2
	3	Travel	A71 to B7078 r/b, U-TURN and return along A71 to slip on to M74 N/B
	4	Treat	Slip On from J8 NB and Main Cway between J8 and where junction 6 on slip merges.
	5	Travel	Proceed to M74 junction 8 (A71)
	6	Treat	Treat M74 S/B from junction 8 off slip and slip off to B7078 (J9)
	7	Travel	B7078 and M74 junction 10 to slip on to M74 N/B
	8	Treat	Junction 10 on slip to M74 and M74 N/B main carriageway and slip off to A71 (junction 8), Turn Right
	9	Travel	Travel to M74 junction 8 S/B on slip
	10	Treat	M74 S/B junction 8 S/B on slip
	11	Travel	M74 S/B and slip off to B7078 junction 9
	12	Treat	Treat left splitter at B7078 junction 9 and then turn left
	13	Travel	End of route, return to depot



**Route P40/5**



Section ID	Stage	Route	Description
	1	Travel	Proceed to M74 S/B junction 8
	2	Treat	M74 S/B through junction 8 to point of the M74 where A71 junction joins from left
	3	Travel	Proceed S/B to M74 Junction 9 (B7078)
	4	Treat	M74 S/B to where A70 slip Road (Junction 12) joins from left
	5	Travel	M74 S/B to Junction 13 (A702), U-TURN around junction and return along M74 N/B to Junction 12 (A70)
	6	Treat	M74 N/B from J12 and then off slip to Junction 10 (B7078) turn right
	7	Travel	M74 NB to J8 NB Off slip
	8	Treat	M74 Main Carriageway from J8 NB Off slip to J8 NB On slip
	9	Travel	Travel B7078 to slip back on to M74 S/B Turn Right
	10	Treat	Treat on slip to M74
	11	Travel	Travel M74 S/B to junction 11 (B7078), Bear left
	12	Treat	Treat off slip to B7078 , turn right
	13	Travel	Travel B7078 to slip back on to M74 N/B, turn right
	14	Treat	Treat on slip to M74 N/B
	15	Travel	Travel M74 N/B to junction 10 (B7078), to where off slip leaves, stay on Main carriageway
	16	Treat	Treat M74 N/B through junction 10 to where B7078 on slip merges
	17	Travel	Travel M74 N/B to junction 8 to where off slip leaves, stay on main carriageway.
	18	Treat	Treat M74 N/B through junction 8 to where A71 on slip merges
	19	Travel	End of route, return to depot

**Route P40/7**

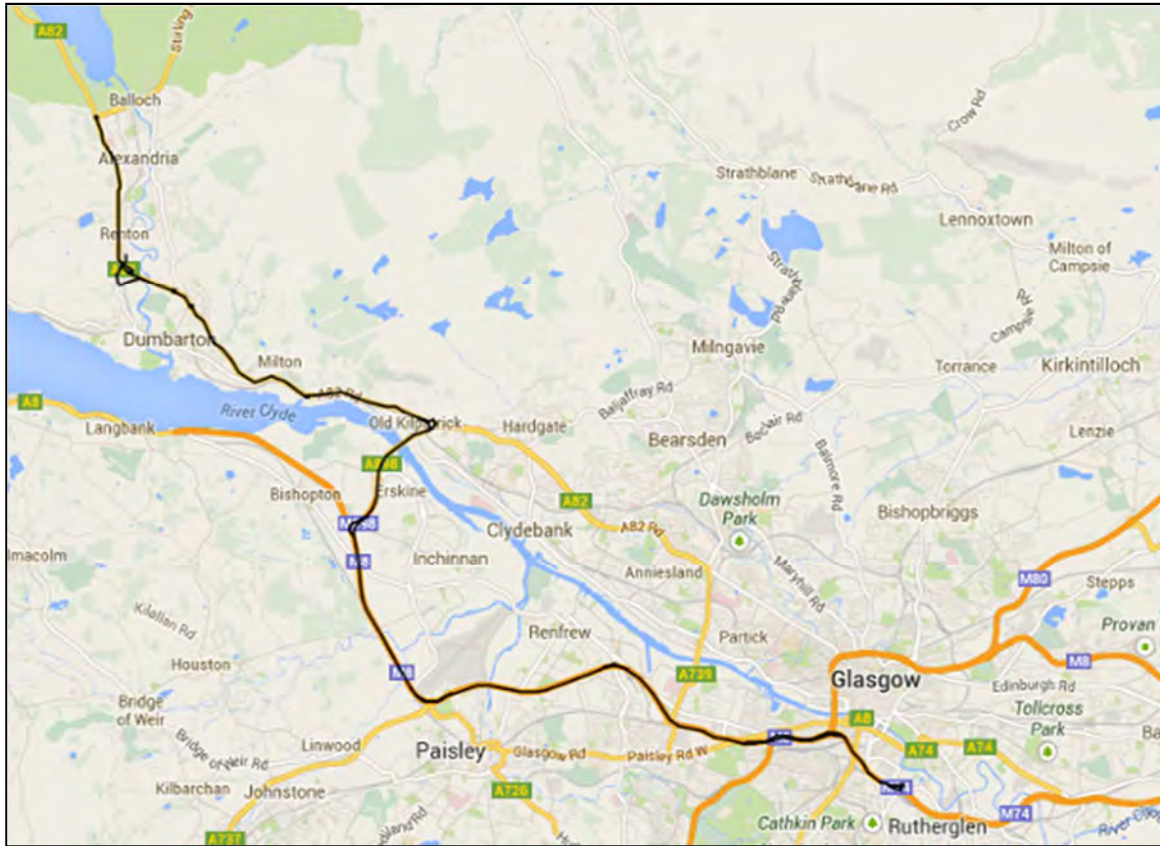


Section ID	Stage	Route	Description
	1	Travel	Proceed to M8 junction 10 DBFO boundary W/B
	2	Treat	M8 w/b to jct 13 and then off slip onto M80 and M80 N/B main carriageway to 100m past J2 NB On slip (to boundary markers) Lane 1 plus H/S
	3	Travel	Continue N/B J3 Hornhill, BEAR LEFT, off-slip to r'dabout. U-TURN at r'dabout and travel to Hornhill on-slip to M80 S/B. Join main carriageway.M80 S/B to Junction 2 (B765), BEAR LEFT
	4	Treat	M80 J2 Slip off, Treat roundabout and under Bridge Deck, turnabout Roundabout and Treat M80 S/B On slip
	5	Travel	M80 S/B from J2 SB On slip and M8 E/B to Junction 12 (A80) bear left
	6	Treat	Slip off to B765 (J12 EB Off))
	7	Travel	Over A80 onto B765 to slip on to M8
	8	Treat	Slip back on to A80 (J12 EB On slip)
	9	Travel	M8 E/B to Junction 11 (B765)
	10	Treat	Off slip to B765 (J11 EB) and slip back onto M8 E/B
	11	Travel	M8 W/B to Junction 11 (B765)
	12	Treat	Off slip to B765 (J11) and slip back onto M8 W/B
	13	Travel	M8 W/B to Junction 12 (A80)
	14	Treat	Off slip to A80 (J12) and slip back onto M8 W/B continue to Treat lane 1 and H/S to junction 13 w/b off slip
	15	Travel	M8 W/B and M80 N/B to Junction 2 (B765)
	16	Treat	Off slip to B765 and slip back onto M80 N/B
	17	Travel	M80 N/B to Hornhill off-slip to M80 S/B Hornhill On slip, M80 SB Cway.

Section ID	Stage	Route	Description
	18	Treat	M80 Main S/B carriageway from (Boundary Marker) 100m prior to J2 off-slip and Main Cway S/B to slip off to M8 E/B
	19	Travel	Over r/b to M8 E/B on slip, TURN LEFT
	20	Treat	Slip onto M8 E/B and M8 main carriageway to junction 10 e/b off slip. Treat e/b of slip.
	21	Travel	M8 junction 10 to where junction 12 w/b off slip leaves.
	22	Treat	M8 H/S from jct 12 w/b off slip to jct 12 w/b on slip merge.
	23	Travel	M8 junction 12 to where junction 13 w/b off slip leaves.
	24	Treat	M8 H/S from jct 13 w/b off slip to jct 13 w/b on slip merge.
	25	Travel	M8 w/b to jct 15 and then turn
	26	Travel	Junction 15 off slip and then make way to e/b on slip
	27	Treat	M8 J15 EB Stirling Rd On slip
	28	Travel	Travel to J14 EB Off slip
	29	Treat	M8 J14 EB Off slip to the right
	30	Travel	Viewpark Avenue, Alexander Park Street, turn left Cumbernauld Rd, Alexander Parade, turn right to Viewpark Avenue to M8 J14 WB On slip.
	31	Treat	Bottom of M8 J14 WB On slip
	32	Travel	M8 WB to J17 WB Off slip
	33	Treat	M8 J17 WB Off slip to West Graham St to Traffic Lights
	34	Travel	Right turn and turn about where appropriate, to J17 WB Gt Western Rd On slip
	35	Treat	M8 J17 WB On slip , Dedicated lane and J19 WB Off slip to Argyle St.
	36	Travel	Turn right to North St and J19 EB On slip
	37	Treat	M8 EB Anderston On slip and Nearside dedicated lane, continuing to EB Off slip to St George Road Traffic lights.
	38	Travel	Turn Right and right again onto Garscube Road. Turn Right onto New City Road On slip
	39	Treat	New City Road WB On slip to Great Western Rd WB On slip to Main Cway
	40	Travel	M8 WB between J17 and J19 EB Off slip, turn about to J19 EB On slip
	41	Treat	M8 Main Cway prior to J17 EB Off slip ( from crossover trail) to J12 EB Off slip (cross to Lane 1 after J18 EB On slip) Treat H/S from jct 12 off slip to jct 12 where on slip merges.
	42	Travel	M8 e/b to where jct 11 off slip leaves. Stay on main carriageway
	43	Treat	Treat H/S from jct 11 off slip to jct 11 where on slip merges.
	44	Travel	Travel back to Depot, End Route



**Route P40/8**

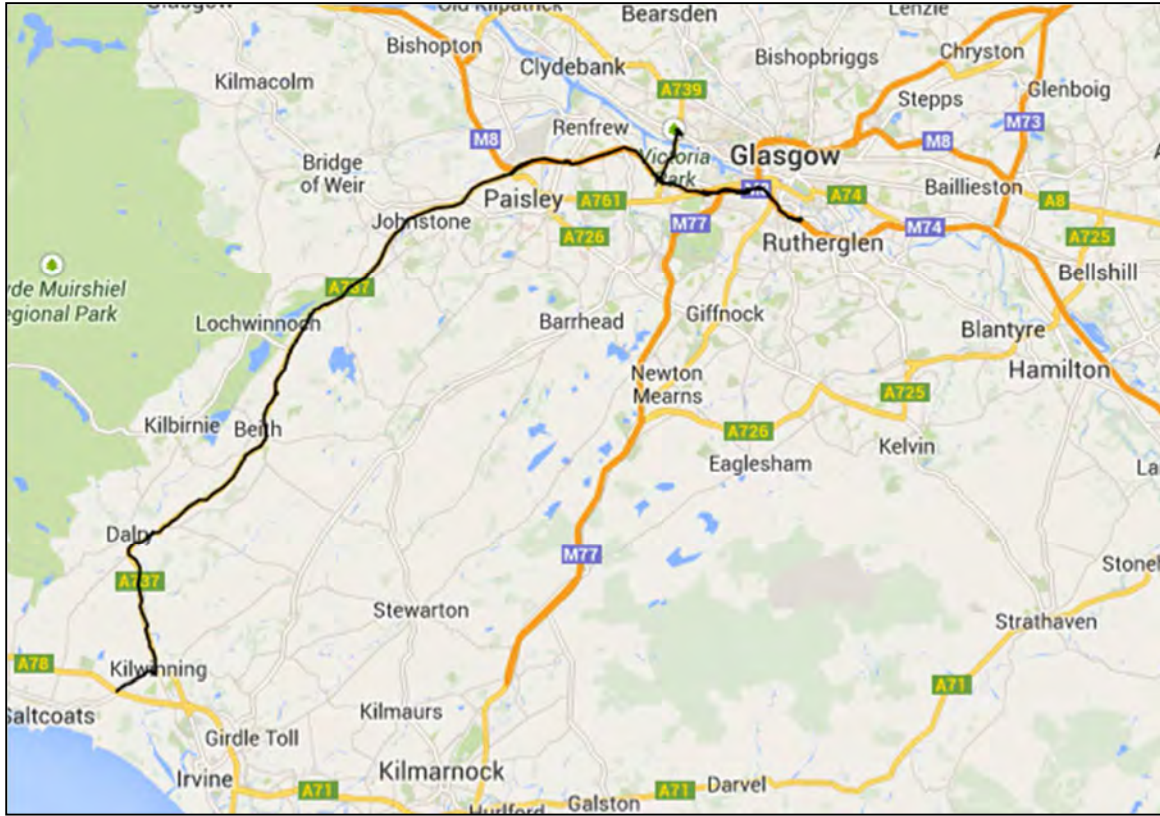


Section ID	Stage	Status	Description
	1	Travel	Depot to start of route at M8 W/B at western end of Whitecart Viaduct
	2	Treat	M8 W/B from end of Viaduct lanes O/S and adjacent (becoming hard shoulder and lanes 1 & 2) to M898 off ramp
	3	Treat	M898 off ramp to A898 Erskine Bridge
	4	Treat	M898 N/B and A898 N/B to start of Erskine Bridge
	5	Travel	A898 Erskine Bridge
	6	Treat	A898 off slip to A82 W/B
	7	Treat	A82 W/B becoming A82 N/B to Barloan Rbt
	8	Treat	A82 N/B to Stonymollan Rbt circulating all Rbts on route
	9	Treat	A82 Stonymollan to Barloan S/B
	10	Travel	A82 N/B from Barloan to Renton N/B off slip
	11	Treat	A82 Renton N/B off slip to Renton
	12	Treat	A82 S/B on slip from Renton
	13	Travel	A82 S/B to Lomondgate and U-turn and travel to Stonymollan and U-turn and travel to Renton S/B off slip
	14	Treat	A82 Renton S/B off slip
	15	Travel	U-Turn and travel A82 S/B on slip from Renton and continue travel to Barloan Rbt
	16	Treat	A82 S/B, becoming E/B, from Barloan to A898 S/B on slip to Erskine Bridge



	17	Treat	A898 S/B on slip to Erskine Bridge from A82 E/B
	18	Travel	A898 S/B Erskine Bridge to end of Bridge deck
	19	Treat	A898 S/B becoming M898 S/B to M8 jct 30
	20	Treat	M8 jct 30 E/B on slip from M898 S/B
	21	Treat	M8 E/B from jct 30 to point at which M8 White cart viaduct bridge starts (hard shoulder lane 1&2) becoming off side and adjacent after jct 29 E/B on slip
	22	Travel	M8 E/B to end of bridge deck (WCV)
	23	Treat	M8 E/B from end of White Cart Viaduct to end of M8 E/B jct 27 on ramp lane 1 becoming H/shoulder and lane 1
	24	Travel	M8 E/B to jct 26 off slip
	25	Treat	M8 E/B jct 26 off slip hardshoulder becoming lane 1 & 2 at end of slip
	26	Travel	End of route, return to depot

**Route P40/9**



Section ID	Stage	Status	Description
	1	Travel	Start of route M8 E/B jct 27 Arklestone E/B on slip
	2	Treat	Jct 27 E/B on slip (Arklestone) including Hard shoulder
	3	Treat	M8 E/B to J26 Hillington off slip Hard shoulder and lane 1, <b>stay on main carriageway</b>
	4	Treat	M8 E/B from jct 26 Hillington off slip to where jct 25A Braehead on slip merges lane 1
	5	Treat	M8 E/B from jct 25A Braehead on slip Merge to jct 25 Clyde tunnel off slip
	6	Treat	Jct 25 Clyde Tunnel off slip to end of slip
	7	Travel	Through Tunnel and U-turn and travel to M8 jct 25 E/B Tunnel on slip
	8	Treat	M8 jct 25 Clyde Tunnel E/B on slip including hard shoulder
	9	Treat	M8 E/B from jct 25 on slip to end of Jct 24 off slip hardshoulder and lane 1
	10	Treat	M8 E/B jct 24 off slip including hard shoulder
	11	Treat	M8 E/B jct 24 on slip including hard shoulder
	12	Treat	M8 E/B from jct 24 on slip to jct 22 off slip to Seaward St (secondary Carriageway)
	13	Treat	M8 E/B off slip to Seaward St to roundabout
	14	Treat	M8 W/B on slip from Jct 22 Seaward St including hard shoulder
	15	Travel	M8 W/B to jct 23 merge
	16	Treat	M8 W/B from jct 23 merge offside and adjacent to junction 27 off slip
	17	Treat	M8 W/B from jct 27 off slip to M8 jct 27 on slip (bridge deck) lanes 1,2 and 3