

## Winter Service Operational Plan - Treatment Routes

### Introduction

The Development and Infrastructure Services - Winter Service Policy categorizes the public road network in four Priorities with respect to treatment. The location of available resources limits the department's ability to treat the whole network in advance of hazards forming or react within a reasonable time to recurring hazards. The Driver resources are further limited by the Working Time Directive and Drivers Hours Regulations to 10 hours driving in an 11 working hour day.

The present list of priority 1- 3 routes relate to the Planned Pre-Treatment of routes in advance of a forecast of hazards forming or Reactive Treatment of routes on receipt of a report of recurring hazards. Where possible these routes are designed to allow all treatments to be completed within 2 hours of starting. The exception is where vehicles are situated some distance from the end of a route or have to travel over one road to get to the start of the second. This document details the exact routes followed by drivers on the 31 pre-treatment routes presently in place to comply with the current policy. The combined length of these routes amounts to 1205klm or 52% of the total 2315klm public road network.

The remaining 48% of public roads is classified as Priority 4 and is mainly single track C Class or Unclassified roads with low traffic volumes or where traffic should be travelling at lower speeds including the majority of housing estate roads. In normal conditions hazards have dissipated before resources are available to treat these sections of the network. The need to preserve driver's hours allocation, salt stocks and other resources, dictate that Priority 4 treatments are only carried out in stable conditions where persisting hazards remain after several days. Within the list of Priority 4 roads, certain roads have been identified as "next most important" to be treated first in persisting hazards. These are now designated as WRC-4.

With reference to Section 4 of the Winter Maintenance Policy, the Pre-treatment route priorities are categorised as follows:-

Priority	Pre-Treatment "Start" times	Reactive on reports of hazards
Priority 1 – WRC 1 A Class roads adjoining or extending from Trunk routes	2 Drivers on standby per day 06:00hrs – 22:00hrs Mon. – Sun.	22:00hrs – 06:00hrs Mon. – Sun. & PH
Priority 2 – WRC 2 A & B Class roads linking population centres	1 Driver on standby per day 06:00hrs – 16:00hrs Mon – Sat 08:00hrs – 16:00hrs Sun & PH	16:00 - 22:00hrs (in extreme conditions only, before 06:00)
Priority 3 Service Bus routes or School bus routes with min. 12 occupied seats	Treated on timetabled days only in conjunction with P1 & 2	No treatment unless stable conditions forecast a.m. (Schools - Not Friday p.m.)
Priority 4 All other public roads	Pre-Treatment only in stable conditions once P1 - 3 completed.	"normal hours" 08:00-16:00 Mon – Fri 16:00-22:00 only in extreme conditions

### Quantified Pre-Treatment Route Efficiency

The table below details the 31 Pre-Treatment routes and quantifies the length of road treated and the distance travelled to and from the depot to achieve this treatment. The efficiency of each route is the total distance treated divided by total distance travelled.

As LGV licensed Drivers and Vehicles are mainly based at the larger centres of population, routes start from the following locations:-

Helensburgh, Dunoon, Rothesay, Millhouse, Oban, Dalmally, Appin, Tobermory, Salen, Campbeltown, Bowmore, Craighouse and Lochgilphead.

The peninsula type topography of Argyll and Bute, dictates that most of the planned routes are "out and back" in nature, resulting in some routes extending beyond 130klm in total length from leaving the depot to return and an overall network efficiency of 48%.

### WRC 1 – 3 Pre-Treatment and WRC 4 Reactive Treatment route summary map

This shows the combined map of all WRC 1-3 Pre-treatment routes as designated in the separate route treatment plan booklets. This also shows the WRC4 follow-on routes which will be treated, generally in the mornings, after the commitment to Priority 1-3 routes has been discharged and where resources are available. These treatments will only be instructed where there is an expectation that any salt deposited will last. i.e. No follow-on, if thaw occurs by 08:00 or rain is forecast that day.

WINTER MAINTENANCE OPERATIONS

QUANTIFIED PRE-TREATMENT ROUTES 2009

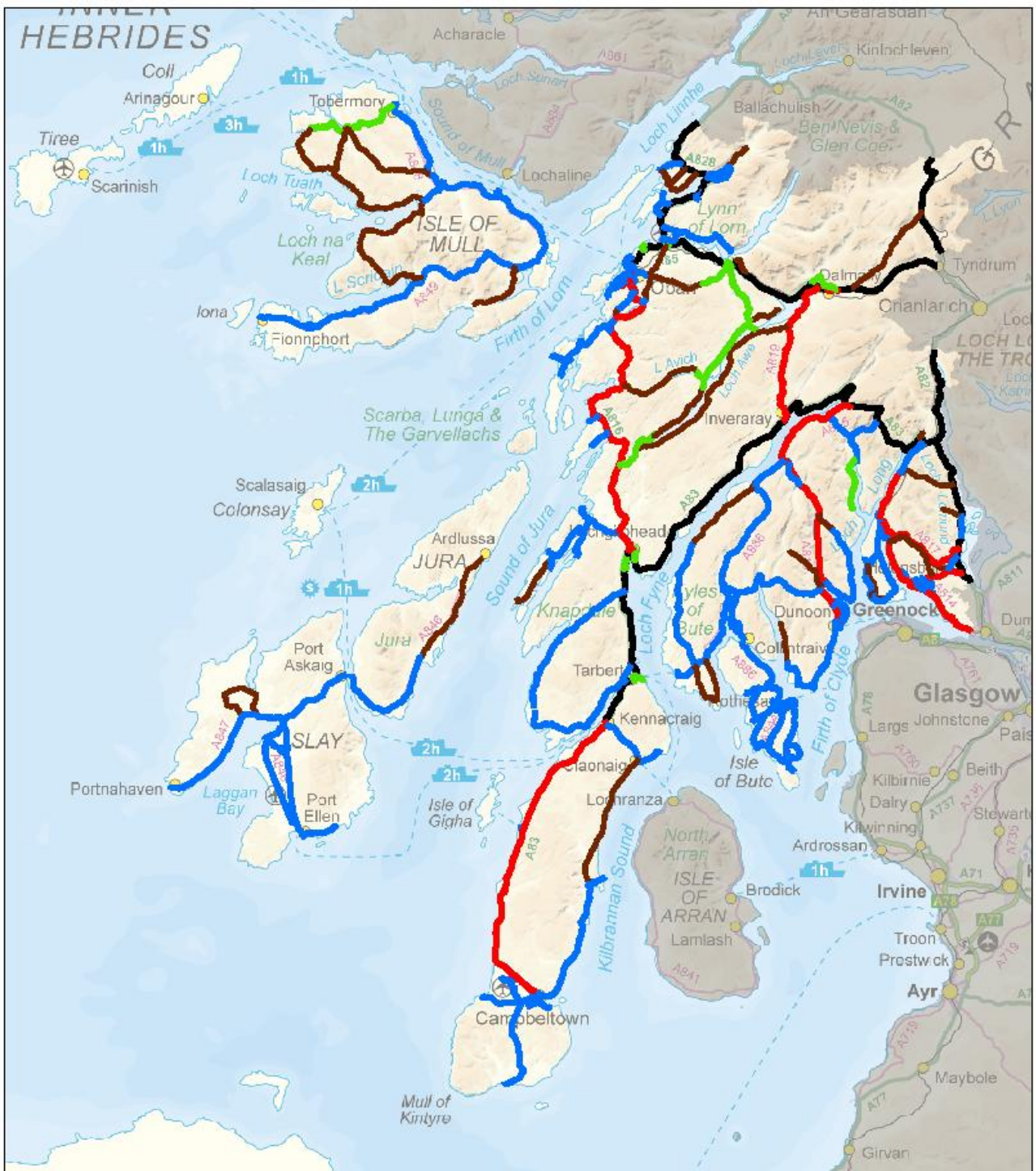
EFFICIENCY AND TIME TO TREAT

DISTRICT	Start Depot / Salt Store	Route	PRIORITY TREATMENT ROUTE	Priority	MEASURED ROUTE DISTANCES Km.			Efficiency
					"Dead"	Treated "Live"	depot to depot Total	
COWAL	Victoria Rd - Dunoon	C1	DUNOON A885 & A815 to A83 Junction, plus (C6 follow-on)	P1	61.81	75.36	137.17	54.94%
	Victoria Rd - Dunoon	C2	A815 DUNOON - TOWARD	P2	20.12	28.84	48.96	58.91%
	Victoria Rd - Dunoon	C3	DUNOON TOWN	P2	18.13	12.91	31.04	41.59%
	Victoria Rd - Dunoon	C4	A885 COLINTRAIVE - STRACHUR & B836	P2	44.01	62.28	106.29	58.59%
	Millhouse Depot	C6	A8003 TIGHNABRUICH	P2	53.34	53.91	107.25	50.27%
	Victoria Rd - Dunoon	C7	A880 ARDENTINNY	P2	35.72	27.30	63.02	43.32%
	Victoria Rd - Dunoon	C5	B836 - LOCHGOILHEAD - B826 - A83	P2	Inc in C1	Inc in C1		
HELENSBURGH	Blackhill - Helensburgh	H1	A816 - A817 - A814 South	P1	25.00	57.30	82.30	69.62%
	Blackhill - Helensburgh	H2	B833 PENINSULA - A814 North , LUSK LOOP & B832	P2	52.70	41.90	94.60	44.28%
	Blackhill - Helensburgh	H3	HELENSBURGH WEST & RHU	P2	12.82	24.73	37.55	65.86%
	Blackhill - Helensburgh	H4	EAST HELENSBURGH & CARDROSS	P2	22.37	26.98	49.35	54.67%
LORN EAST	Dalmally Depot	L2	A 819 DALMALLY - INVERARAY	P1	32.15	29.35	61.50	47.72%
	Jackson's Quarry - Oban	L3	B845/ C29 KILCHRENAN - DALAVICH (Taynoil out alt 1)	P2	86.30	52.10	138.40	37.64%
LORN WEST	Jackson's Quarry - Oban	L1	A816 OBAN - ARDFERN ( INCLUDING VILLAGE)	P1 (P2)	29.10	31.10	60.20	51.66%
	Jackson's Quarry - Oban	L6	OBAN TOWN	P2	26.90	27.66	54.56	50.70%
	Jackson's Quarry - Oban	L4	B844 EASDALE & B8003 CUAN	P2	44.40	23.55	67.95	34.66%
	Appin ( Oban alt. weeks)	L5	C27 PORT APPIN & (B845 BONAWE) (Appin start)	P2 (P3)	53.45	35.60	89.05	39.98%
MID ARGYLL AND KNAPDALE	Morydrain - Lochgilphead	MA1	A816 LOCHGILPHEAD - ARDFERN & (B840 ERIDINE)	P1(P3)	45.96	43.25	89.21	48.48%
	Morydrain - Lochgilphead	MA2	B8024 KILBERRY LOOP	P2	35.30	47.80	83.10	57.52%
Morydrain - Lochgilphead	MA3	B841-ACHNAMARA-B8025 - TAYVALLICH	P2	36.67	28.15	64.82	43.43%	
	MA4	ARDRISHAIG , LOCHGILPHEAD & TARBERT STREETS	P2	91.87	11.74	103.61	11.33%	
KINTYRE	Rhoin - Campbeltown	K1	A83 CAMPBELTOWN - KENNACRAIG & (SKIPNESS)	P1(P2)	74.68	62.04	136.72	45.38%
	Rhoin - Campbeltown	K2	B842 CARRADALE - SOUTHEND	P2	65.42	43.48	108.90	39.92%
	Rhoin - Campbeltown	K3	B843 MACHRIHANISH & CAMPBELTOWN	P2	27.03	25.67	52.70	48.71%
BUTE	Union St - Rothesay	B1	A886 RHUBODACH FERRY & BUTE RURAL	P2	44.43	52.50	96.93	54.16%
	Union St - Rothesay	B2	ROTHESAY AND BUTE BUS ROUTES	P2	17.57	30.00	47.57	63.07%
MULL	Baliscate - Tobermory	MU1	A848/A849 TOBERMORY - CRAIGNURE	P2	37.14	57.48	94.62	60.75%
	Baliscate - Tobermory	MU2	B8073 TOBERMORY - DERVAIG	P2	18.20	17.78	35.98	49.42%
	Pennygowan - Salen	MU3	A849 CRAIGNURE - FIONNPHORT (From Salen)	P2	94.24	60.34	154.58	39.03%
ISLAY	Sprinkbank -Bowmore	I1	A846 & B8016 BRIDGEND - PORT ELLEN	P2	16.98	45.47	62.45	72.82%
	Sprinkbank -Bowmore	I2	BRIDGEND A846 PT ASKAIG & A847 PORTNAHAVEN	P2	43.99	48.97	92.96	52.68%
JURA	Craighouse Store	J1	A846 PEOLIN FERRY - CRAIGHOUSE	P2	19.07	19.06	38.13	49.99%

Cumulative Totals. **1204.60** **2491.44** **48.35%**  
 Treated Running Efficiency  
 For APSE Pl Purposes

Argyll and Bute Road Network **2315.00** klm (2009 update)

Proportion of Network "Pre-Treated" **52.03%**



## ARGYLL AND BUTE COUNCIL WINTER SERVICE

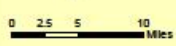
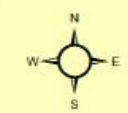
### Winter Route Category

Pre-treatment routes  
(Primary Routes)

Reactive treatment routes  
(Tertiary Routes)

Trunk routes

- Priority 1 (06:00 - 22:00hrs, 7 days)
- Priority 2 (06:00 - 18:00hrs, 7 days)
- Priority 3 (06:00 - 18:00hrs, service days)
- Priority 4 (08:00 - 18:00hrs, weekdays, as required)
- Responsibility of Transport Scotland



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