

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 14 AUGUST 2018

WINTER SERVICE POLICY AND PROVISION FOR 2018/19

**INTRODUCTION**

This report restates the Winter Service Policy and details the service provision for preventative treatment and snow clearing during the winter period 2018/19, together with contingency arrangements to cater for extreme conditions. The report takes account of the reduced level of winter service for footways as agreed by the Special Angus Council Committee on 15 February 2018 Report No 59/18 Change Programme Schedule 3d.

Of note:

- (i) the policy for the Winter Service during the forthcoming winter as stated in **Appendix 1**;
- (ii) the arrangements proposed to meet the costs of the Winter Service during 2018/19;
- (iii) the arrangements to facilitate community involvement in footway gritting/snow clearance;
- (iv) delegated authority to the Head of Infrastructure or in his absence the Service Leader - Roads & Transportation to temporarily increase the level of service in extreme conditions as in previous years; and
- (v) delegated authority, as in previous years, to the Head of Infrastructure to deviate from the treatment decision matrix and introduce salt conservation techniques as proposed in the report if difficulties are experienced or anticipated in obtaining sufficient salt supplies.

**BACKGROUND**

**1.1 Winter 2017/18**

1.1.1 The weather conditions experienced together with the costs of providing the winter roads service in 2017/18 were set out in the Winter Maintenance 2017-18 Activity Review included as Schedule 1 in the Information Report - Report No 171/18 placed before the Communities Committee on 29 May 2018.

**1.2 Statutory Duty**

1.2.1 The Roads (Scotland) Act 1984 Section 34 places a duty on the Roads Authority to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads. It is therefore incumbent on Angus Council to determine the measures which it deems appropriate for the winter service on its public roads taking into account its overall priorities and available resources.

1.2.2 In order to ensure that the council can demonstrate that it is meeting its legal obligations and is doing so in a way which ensures that its resources are being deployed in the most economic, effective and efficient way, an essential pre-requisite is a clear statement of policy endorsed by elected members. This policy statement then provides a framework for planning the preparatory arrangements and operational procedures to be implemented, and allows clear guidelines to be given to those involved in the delivery of the winter service.

**1.3 Established Policy and Practice**

1.3.1 The Communities Committee has reconfirmed the policy annually including Report No 267/17 – Winter Services Policy and Provision for 2017/2018. The policy has proved to be robust and effective.

1.3.2 In order to make best use of available resources, it is necessary to operate a priority system for the treatment of carriageways and footways. Strategic routes including important bus routes; important commuter routes; roads serving hospitals, ambulance stations, fire stations, shopping centres, most schools and major industrial centres are classed as "priority routes"

(Category 1) and, accordingly, are given a higher level of service and priority over other "non-priority" (Category 3) roads. In the same way, footways are classed as priority (Category 1) or non-priority (Category 3) taking into account the level of pedestrian usage. As in previous years the service has an Operational Manual which sets out the details of the day to day operations for service delivery.

1.3.3 As noted in Report No 59/18 Change Programme Schedule 3d Special Angus Council on 15 February 2018, (included at **Appendix 2** for easy of reference) it was agreed to revise the focus of footway priorities in the burgh towns to mainly retail, schools and health care routes reducing the amount of footways treated as Category 1. In extended periods of winter weather there would be a reduction in Category 3 footways that can be treated in a day and the likelihood of some footways cannot be treated. In villages, there would be no footway treatment given the smaller areas and practicalities of transporting gritters and the support vehicles to these locations. The level of service is commensurate with the budget provision. The details of the remaining provision for footway treatment are included in **Appendix 3**. The detail of the changes to the allocation of footway gritters is shown in section 2.2 of this report.

1.3.4 Priority (Category 1) routes are:

- given extended winter maintenance coverage;
- treated before non-priority routes (Category 2/3 routes); and
- during prolonged snow conditions are kept open or are opened up in preference to non-priority routes.

Auxiliary (Category 2) Routes:

- Auxiliary (Category 2) Routes are non-priority routes which are treated, when necessary, Monday to Friday in advance of the morning school bus on routes which are particularly prone to icing;
- Of these routes the Glen routes/routes north of the A90/A926/B957 along with the C52 Westhills to Cockhill from the B9128 at Draffin to Redford on the B961, and the U338 Auchterhouse, "The Brae" are also treated on weekend mornings and public holiday mornings only, when necessary; and
- start later than priority routes but before the other non priority routes.

Non-priority (Category 3) routes are:

- given a lesser winter maintenance coverage than priority routes;
- only treated after priority routes; and
- during prolonged snow conditions, dealt with only after priority routes have been satisfactorily cleared.

1.3.5 The background detail and operational detail have previously been established over many years. The council's Winter Service Policy has been established for many years, as required under the statutory duties imposed by the Roads (Scotland) Act 1984. The principles continue with the reduced footway provision.

1.3.6 There are real benefits in dealing with snow as quickly as possible by making maximum use of available resources while conditions persist and therefore authority is delegated to the Head of Infrastructure, or in his absence the Service Leader - Roads & Transportation, to authorise the expenditure involved in providing a temporarily increased level of service (e.g. permitting weekend; public holiday and evening work on non-priority routes and mobilising additional physical resources).

1.3.7 The priorities remain:

- Priority (Category 1) road network, as per previous policy and as set out in the Operational Manual. Auxiliary (Category 2) road network, as per previous policy and as set out in the Operational Manual.

1.3.8 As in previous years roads constructed following Road Construction Consents and which have not been adopted by the council will not be treated and will remain the responsibility of the landowner or developer.

1.3.9 Once the main transport routes are in an acceptable condition, noting that with further low temperatures or additional snow they may require re-treatment, then in heavy snow conditions resources will be used to address the other issues in order, as set out in the Operational Manual.

#### 1.4 **Budgetary Provision and Expenditure Control**

1.4.1 The provision of a winter service must take into account the vagaries of local winter weather which can vary widely from year to year in both the severity and the occurrence of wintry conditions (snow and ice). The unpredictable nature of the climate requires a pragmatic and reactive approach to the provision of resources. In practice, resources have to be available to allow a measured response to an "average winter" and contingency plans made to take account of particularly abnormal (mild or severe) winters.

1.4.2 The approach is:

- (i) to differentiate between "fixed costs" and "variable costs";
- (ii) to adjust the level of service to contain fixed costs and variable costs for an average winter to keep within budget; and
- (iii) to have contingency arrangements in place to deal with a projected overspend or underspend as a result of "abnormal" weather. These contingency plans must take account of the possibility of prolonged severe weather very late in the financial year while still working within an overall cash limited budget.

1.4.3 Fixed costs include plant and equipment, storage and handling charges for salt, grit bins, fixed costs of standby payments, training and costs of office, depot and garaging facilities. The majority of these items form part of the standing charges submitted by Tayside Contracts.

1.4.4 Variable costs include running costs of plant, salt used, driver costs and payments to outside contractors for assistance with snow clearing.

1.4.5 Whilst the fixed costs are broadly independent of the number of treatment activities occasioned by the weather conditions and can be estimated with some confidence, the variable costs are dependent on the prevailing weather conditions and the subsequent responses.

1.4.6 In the event of a sustained period of severe winter weather and the likelihood of the budgetary provision being exceeded, this would be reported to the Head of Finance & Legal and the appropriate committee in accordance with the council's Financial Regulations.

1.4.7 If the severity of the winter weather is such that other road works cannot be carried out, then it is sometimes possible to transfer the "under spend" from these works to Winter Service operations, thus assisting in containing the total expenditure within the overall revenue budget. This would however lead to a shortfall in revenue budgets remaining to undertake the road works that were delayed by winter weather. Additionally, severe winter weather can exacerbate the deterioration of the road network, which introduces an additional burden on the budgets for roads revenue works. However, if all the indications are that expenditure on Winter Service operations will be less than the budget allocation any "under spend" can be transferred to fund other roads revenue works.

## 2 **OPERATIONAL ASPECTS**

2.1 The details of the winter service are set out in the Operational Manual. This includes details of the hours of service; prioritised routes; type of plant and equipment; and type and quantity of salt. Together with officers from Dundee City Council and Perth & Kinross Council, Angus Council officers have been looking at areas that can be harmonised across Tayside with a view to resilience; and efficiency and saving mainly in the area of timing and operations.

2.2 The reduction in the level of winter service for footways was agreed by the Special Angus Council on 15 February 2018 Report No 59/18 Change Programme Schedule 3d. The details are as follows:

- Forfar and Sidlaw – four footway gritters reduced to two for Forfar only; no footway

- gritters will be available for Sidlaw;
- Kirriemuir – two footway gritters reduced to one;
- Montrose – three footway gritters reduced to two; no footway gritters will be available for Ferryden or Hillside
- Brechin and Edzell – two footway gritters reduced to one for Brechin only; no footway gritters will be available for Edzell;
- Arbroath & Friockheim, Letham and Wellbank – five footway gritters reduced to two for Arbroath only; no footway gritters will be available for Friockheim, Letham or Wellbank;
- Carnoustie – two footway gritters reduced to one; and
- Monifieth – two footway gritters reduced to one.

2.3 Given the reduction in footway treatment and noting that this is an area of public interest, it is believed that this is an area of opportunity for local communities to become increasingly involved in the provision of local winter services. Like other authorities, it is proposed to offer community groups existing and new, particularly in villages, the opportunity to volunteer to take action in gritting and snow clearance. The proposal would be to offer community groups or representatives bags of salt or a local salt store, Hi-Vis vests and advice where they are prepared to take part. The following would be necessary:

- Advertise for interest;
- Agree areas that representatives/community group(s) might deal with;
- Identify storage location for salt; and
- Detail/train and explain any liability and what would be provided.

2.4 Given the salt shortages in previous years, the Head of Infrastructure has previously had delegated authority to apply salt conservation measures in future entailing varying the decision matrix in the policy to allow the use of 50/50 grit sand/salt mixes as may be appropriate or in some cases to broadcast grit sand only. Grit sand can help with traction. It also can be of benefit where salt is less effective where temperatures are below minus 5 degrees Celsius.

2.5 Angus has undertaken collaborative procurement previously, through Tayside Procurement Consortium, with Highland, Perth & Kinross, Dundee City, Aberdeen City, Aberdeenshire and Moray Councils for winter weather forecasting and similarly with some of these authorities for weather bureau services and ice station maintenance. The council continues to extend these arrangements to obtain best value.

2.6 Angus Council adopted previously recommended changes from the Society for Chief Officers in Transportation in Scotland (SCOTS) Winter Working Group to the national Code of Practice for Highway Maintenance and Management 'Well Maintained Highways' for winter maintenance as set out in Appendix H of that document. These changes are detailed in the Operational Manual.

### **3. FINANCIAL IMPLICATIONS**

3.1 The approved budget for Winter Service third party payments for 2018/19 has been established at a sum of £2,613,000.

3.2 As in previous years, the intention is to provide the best level of service possible within the available budget. In practice, winter service operations are dictated by the prevailing weather and the responses required in accordance with the council's policy and agreed level of service, which is set by the Operational Manual.

3.3 Some costs (related primarily to ensuring a state of "being prepared") are fixed and will be predictable once the relevant charges and rates have been agreed with Tayside Contracts.

3.4 Other costs are variable and are proportional to the treatment activity required in consequence of the severity of the winter and, as detailed above, a severe winter can greatly increase the expenditure required to provide the approved level of service.

3.5 The Head of Infrastructure will monitor costs closely as the winter progresses, and where there are indications that the projected expenditure is likely to be at variance with the budget, a report will be prepared in conjunction with the Head of Finance & Legal, with proposals for

any necessary budget adjustments for the consideration of the appropriate committee.

**NOTE:** The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- Report No. 267/17 – Winter Service Policy and Provision for 2017/2018 – Communities Committee - 15 August 2017.
- Report No 171/18 Information Report - Winter Maintenance 2017/18 Activity Review – Communities Committee – 29 May 2018.
- Report No 59/18 Change Programme Schedule 3d. Special Angus Council Committee 15 February.

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**List of Appendices:**

Appendix 1 – Winter Service 2018/19 Policy  
Appendix 2 - Schedule 3d Report to Special Angus Council – 15 February 2018  
Appendix 3 - Revised Footway Priorities

## **APPENDIX 1**

### **ANGUS COUNCIL WINTER SERVICE 2018/2019 POLICY**

Angus Council will endeavour to use the resources available for winter maintenance in the most efficient, effective and economic way to prevent, as far as is considered reasonably practicable, snow and ice endangering the safe passage of pedestrians and vehicles over public roads and to minimise the inaccessibility of public roads and temporary disruption of traffic directly attributable to adverse weather conditions.

The Council will therefore operate a system of winter maintenance which gives priority to the more important and heavily trafficked sections of the public road network (both carriageways and footways).

The Council will encourage the use of self-help measures, including community-led provision of some local winter services.

The Council will not provide winter maintenance on private roads or prospective public roads.

## ANGUS COUNCIL

## SPECIAL ANGUS COUNCIL – 15 FEBRUARY 2018

CHANGE PROGRAMME: REDUCED SERVICE LEVEL OF WINTER MAINTENANCE -  
FOOTWAYS

IAN COCHRANE, HEAD OF TECHNICAL &amp; PROPERTY SERVICES

## ABSTRACT

This report relates to a review to reduce the service level of winter maintenance – footways.

**1. RECOMMENDATIONS**

1.1 It is recommended that Angus Council:

- (i) Agrees to reduce the service level of winter maintenance – footways, as set out in section 4 of this report.

**2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN**

2.1 This report contributes to the following local outcome contained within the Angus Local Outcomes Improvement Plan, Locality Plans and Council Plan:

- we want our communities to be strong, resilient and led by citizens

**3. BACKGROUND**

3.1 The programme involves a review to reduce service level of winter maintenance – footways. The estimated annual revenue saving is £50,000.

3.2 Budget Issues reported to the PBSG meeting held on 11 January 2018, highlighted the annual inflationary rise in service provision of £54,000. PBSG confirmed on 11 January 2018 the view that this increased cost should be met within the service.

3.3 The total saving required from the above items is £104,000.

**4. PROGRESS OVERVIEW**

4.1 The current level of service for winter maintenance in Angus has been examined in previous reviews and savings have been made in the past through efficiencies, spend to save and service level reductions. The revenue budget is set on the basis of an average year, currently £2.66m, however the actual cost of winter varies year on year depending on the severity of the winter.

4.2 The winter service is a statutory duty on the Council, as Roads Authority, under the Roads (Scotland) Act 1984 and the Council is required to set a policy that the Council considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads. Given the level of financial austerity, Members needs to reconsider the level of service that is reasonable to be provided.

4.3 The costs of the winter service has two components: standing charges to have the specialist plant, equipment and materials available for winter; and operational charges when that plant is used with associated labour and running costs. Thus standing charges are incurred irrespective of the severity of the winter; whilst operational costs vary depending on the need to undertake treatment, which is weather dependant.

4.4 With some 1800km of carriageways and an estimated 800km of footway it is not feasible to treat all of the carriageways and footways at once. Carriageways have been prioritised, with

Category 1, 2, 3 routes being priority routes, auxiliary routes; school transport routes, and non-priority routes. In the same way, footways are classed as priority (Category 1) or non-priority (Category 3) taking into account the level of pedestrian usage.

- 4.5 Report No 267/17 detailed the difference between the treatment of routes and down grading routes from Cat 1/2 routes to 2/3, which would require less resources. This results in fewer operational treatments and therefore lesser costs, with lower service levels.
- 4.6 Footway treatment is an area where the level of service in Angus is considered higher than other authorities, and the service requires resources to both drive the footway tractor and replenish the relative small capacity trailing gritter.
- 4.7 In reducing the number of footway gritters for the burgh towns from 16 to 10, the extent of the priority network would be revised and would be focussed on retail; schools; and health care routes. There would be a reduction in the amount of footways treated as Cat 1 and in extended periods of winter weather there would be a reduction in the amount of Cat 3 footways that could be treated in a day, with potential for some footways remaining untreated.
- 4.8 The resulting reduction in standing charges is estimated at £38,000 with operational costs for an average winter being estimated at £30,000; giving £68,000 of savings annually.
- 4.9 Reducing the number of footway gritters in the villages is only feasible and practicable by removing the service in its entirety due to the smaller areas and the need to transport footway gritters between villages. This would remove 4 tractors. The reduction in standing charges is estimated at £20,000 due to the current lease agreement timings, with operational costs for an average winter being estimated at £16,000; giving £36,000 of savings annually.
- 4.10 The reduction in footway gritting can therefore achieve the combined savings for the review and flat cash budget allocation for winter maintenance in 2018/19, delivering the £104,000 of savings annually.

## 5. NEXT STEPS

- 5.1 The detail of the footway routing will need to be revised to focus on retail; schools; and health care routes, and would be reported to Communities Committee in August 2018 as part of the annual winter policy report.
- 5.2 Footway treatment is an area that our public have expectations of service and is an area that we receive customer contact in winter, along with the remainder of the road network. There is the opportunity for communities to mitigate the impact of these reduced services levels with support from the Council. During periods of severe weather notably 2010/11, community groups, and in particular Carnoustie and Kirriemuir, had volunteers to assist in treating the footways. Assistance was provided in the form of provision of salt supplies and such opportunities would be explored in areas impacted by the service reduction. As per the Council policy, self help is encouraged and there are over 600 grit bins across the network.

**NOTE:** No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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## APPENDIX 3

### REVISED FOOTWAY PRIORITIES

#### PRIORITY FOOTWAYS - MONDAY TO FRIDAY

The weekday priority footway routes are designed to include the main pedestrian destination centres for Monday to Friday travel patterns (shops, schools, business premises, medical centres, day care centres etc). As for priority carriageway routes, these footways include both busy and less heavily trafficked footways for routing efficiency. In some roads, to maintain efficient gritting/ploughing routes, the footways on one side of the road only may be given priority treatment, with the footway opposite being treated as non-priority.

#### **ARBROATH**

Abbey Street	Elgin Place	Lochlands Street
Abbey Park	Ernest Street	Lochlands Drive
Abbey Path	Fisheracre	Lordburn
Abbot Street (part)	Grant Road	Market Place
Applegate	Gravesend	Mayfield Shops
Academy Street	Guthrie Port	Millgate
Addison Place	Hamilton Green	Millgate Loan
Allan Street	Hume Street	Montrose Road
Arbirlot Road	Hayshead Road	Ponderlaw
Arbirlot Road West	Hays Lane	Ponderlaw Lane
Bakers Wynd	Hays Terrace	Rosemount Road
Barbers Croft	Hayswell Road	Seaton Road
Barngreen	Helen Street	Spink Street
Brechin Road	Hill Place	Springfield Terrace
Brothock Bridge	Hill Street	Stanley Street
Burnside Drive (part)	Hill Terrace	St Abbs Road
Cairnie Road	High Street	St Ninians Road
Cairnie Street	Horologe Hill	Timmergreens shops
Catherine Street	Keptie Street	Viewfield Road
Charles Avenue	Keptie Road	Warddykes Avenue (part)
Commerce Street	Kirk Square	Walker Place
Culloden Terrace	Kirkton Road (part)	Wesley Gardens
Emslaw Drive	Ladyloan	West Abbey Street
East Abbey Street	Leonard Street	West Port
East Kirkton Road	Linton Road	Westway
	Link path to Inverbrothock School	

#### **BRECHIN**

Airlie Street	High Street	Panmure Street
Castle Street	Infirmary Road	Southesk Street
Church Street	Infirmary Street	St Davids Street
City Road	Latch Road	St Mary Street
Clerk Street(incl	Link Path to School	St Ninians Square
McGregor St)	(Strachans Park to	Trinity Road (part)
Distillery Road	Drumachlie)	Swan Street
Duke Street	Market Street	Trinity Road
Gallowhill	Montrose Street	Union Street

## CARNOUSTIE

Anderson Street (part of)	Kinloch Street/Park	
Balmachie Road	Lochty Street	Station Road
Barry Road	Links Avenue	Thomas Street
Carlogie Road	Maule Street	Victoria Street
Church Street	Newton Road	West Path
Dundee Street	Queen Street	James Street
Ferrier Street	Ruxton Place	
High Street	Shanwell Road	

## FORFAR

Academy Street	Glamis Road	Robertson Terrace
Bankhead Road	Kirriemuir Road (part of)	St James Road
Boyles Close	Lowson Avenue	Station Road
Brechin Road	Lentlands Road	Taranty Road
Castle Street	Market Street	TARANTY pLACE
Craig O'Loch Road	Myre Road (part)	Taylor Street
Coutties Wynd	New Road	The Cross
Dundee Loan	North Street	West High Street
Dundee Road (part of)	Prior Road	Fyfe St + path + Service Rd
East High Street	Queenswell Road	

## KIRRIEMUIR

Bank Close	Isla Road	Roods
Bank Street	Jamieson Close	School Wynd
Bellies Brae	Kirkton Court	Shielhill Road
Brechin Road	Knowehead	Sidlaw Range
Clova Road	Lesser Roods	St Malcolm's Wynd
Crofthead	Lindsay Street	St Colme's Close
Cumberland Close	Manse Close	Tannage Brae
Glamis Road (part of)	Ogilvy's Close	Whiteside
Glengate (part of)	Prosen Road	
Gordon Park	Reform Street	
High Street	Rogers Close	

## MONIFIETH

Albert Street (Maule Street to Hill Street)	High Street	Panmure Street (part)
Brook Street (Tay Street to Reform Street)	Hill Street	Panmurefield Road
Church Street	Lorne Street (Hill Street to High Street)	Reform Street (High Street to Brook Street)
East Navarre Street	Maule Street	Tay Street (High Street to Brook Street)
Ferry Road	North Balmossie Street	Victoria Street
Grange Road	North Union Street	

## **MONTROSE**

Baltic Street	George Street	Murray Street
Basin View – cycle track to	High Street	Newhame Road
Medicinewell Park	Hume Street	New Wynd
Brechin Road	John Street Kincardine	Northesk Road
Bridge Street	Street	Upper Hall Street
Broomfield Road	Lower Hall Street	Victoria Bridge
Castle Place	Market Street	Western Road
	Mill Road	Western Road North

## **PRIORITY FOOTWAYS – SATURDAY AND SUNDAY**

The weekend priority footway routes are designed to include only the town centres and busy shopping areas where the majority of weekend pedestrian activity takes place (eg not including schools, business premises etc). As with other priority routes however these weekend routes will include some less heavily trafficked footways for routing efficiency. In some roads, to maintain efficient gritting/ploughing routes, the footway on one side of the road only may be given priority treatment, with the footway opposite being treated as a non-priority.

## **ARBROATH**

Abbey Street	Gravesend	Ponderlaw
Abbey Park	Guthrie Port	Ponderlaw Lane
Abbey Path	Hamilton Green	Rosemount Road
Applegate	Hill Place	Seaton Road (part)
Academy Street	Hill Street	Springfield Terrace
Addison Place	High Street	Timmergreens shops
Allan Street	Keptie Street	West Abbey Street
Bakers Wynd	Keptie Road	West Port
Barbers Croft	Kirk Square	
Barngreen	Kirkton Road (part)	
Brothock Bridge	Leonard Street	
Burnside Drive (part)	Lochlands Street	
Cairnie Loan	Lordburn	
Cairnie Road	Market Place	
Cairnie Street	Mayfield Shops	
Catherine Street	Millgate	
Commerce Street	Millgate Loan	
Elgin Place	Montrose Road (part)	
Fisheracre		
Grant Road		

## **BRECHIN**

Church Street	Market Street
City Road	Montrose Street
Clerk Street (incl McGregor St)	Panmure Street
Commerce Street	Southesk Street
Distillery Road	St Davids Street
Gallowhill	St Mary Street
High Street	St Ninians Square
Infirmay Road	Swan Street
Infirmay Street	Trinity Road (part)
Latch Road	Union Street

## **CARNOUSTIE**

Balmachie Road  
Barry Road  
(part)  
Bonella Street  
Carlogie Road  
(part)  
Church Street  
Dundee Street  
Ferrier Street  
High Street  
West Path

## **FORFAR**

Academy Street	Glamis Road (part)	South Street (part)
Boyles Close	Kirriemuir Road (part of)	The Cross
Brechin Road	Market Street (part)	West High Street
Castle Street	Montrose Road (part)	
Craig O'Loch Road	Myre Road (part)	
Coutties Wynd	New Road	
Dundee Loan	North Street	
Dundee Road (part)	Queenswell Road	
East High Street		

## **KIRRIEMUIR**

Bank Street	Knowehead	Roods
Bellies Brae	Lesser Roods	School Wynd
Glamis Road (part)	Lindsay Street	Shielhill Road (part)
Glengate	Marywell Brae	St Malcolm's Wynd
High Street	Ogilvy's Close	Tannage Brae
	Reform Street	

## **MONIFIETH**

Brook Street (Tay Street to Reform Street)	Panmure Street (part)
Ferry Road	Reform Street (High Street to Brook Street)
High Street	Tay Street (High Street to Brook Street)
Maule Street	Victoria Street
North Union Street	

## **MONTROSE**

Bridge Street	Lower Hall Street
Castle Place	Murray Street Northesk Road
George Street	Western Road (up to Lower Hall Street)
High Street	
Hume Street	