

Q&A with Traffic Management Manager, John Whitelaw



Traffic Management Manager, John Whitelaw

Q: What is the purpose of Temporary Traffic Management?

A: Temporary Traffic Management (TTM) is used to ensure the safety of road users by creating a safe zone whenever it is necessary to work on, or near, a road or footpath which is open to the travelling public. We create a safe defined route through work areas for all traffic, reducing risk to road users while minimising disruption to the road network.

Q: With an upgrade to the existing M73, M74 and A8 network as well as a new M8 motorway from Baillieston to Newhouse, what TTM measures will be involved in this project?

A: There will be a number of complex TTM systems used during construction. This will include many that the general public will be familiar with including lane closures, contraflows, road closures and diversions, temporary traffic signals, reduced speed limits and pedestrian walkway diversions. Safety cameras will also be introduced to encourage driver compliance and safe driving throughout the project works.

The TTM required to construct the new roads is being designed and implemented to minimise disruption on the existing network as much as possible. A great deal of planning, consideration and consultation is required to prepare a phased TTM approach throughout the project. Where possible, we will provide temporary roads to avoid road closures as this will help minimise disruption. Existing roads will only be impacted upon where necessary.

Q: Explain the process of TTM on the M8 M73 M74 Motorway Improvements Project.

A: TTM is an extensive process and it can take up to 3 months to plan, design, consult and implement any one piece of traffic management.

In the first instance, we engage with our construction team to plan how our teams can build the new road whilst minimising disruption to the existing road network.

We also work closely with our communications team to ensure that useful information reaches road users and members of the public in advance of TTM going live.

Q: What happens during big events such as football matches or concerts taking place in or around Glasgow and Edinburgh?

A: When planning TTM, we consider all events which could have an impact on the project network. We demonstrated during the 2014 Commonwealth Games in Scotland that we can plan our works efficiently and with minimum disruption.



M8 Junction 6, Newhouse

We hold weekly meetings to discuss project TTM programmes with our consultants, including representatives from Transport Scotland, Local Authorities, Operating Companies, Amey Highways, Scotland Transerv, Bear Scotland and of course Police Scotland. Amongst the many other items tabled for discussion, major events are always considered. On several occasions, we have arranged to demobilise our teams to avoid potential disruption to major events. We believe that engaging with the local community is important and we always try to tailor our Traffic Management programme in line with the needs of the community.

Q: How will the public know about planned Traffic Management?

A: We use a variety of methods to provide members of the public advance notification of major TM. Details are available on the Transport Scotland and Traffic Scotland websites / twitter feeds (see info box) and additionally, Traffic Scotland radio broadcasts. At a local level, messages on the overhead gantries and signage is displayed on trunk roads and surrounding local roads where appropriate. Scottish Roads Partnership has a dedicated telephone number and email address, detailed below, which members of the public can contact for specific information. As work increases, we would advise road users to check the Transport Scotland website and plan journeys in advance.

SBC Scotown visits the M8 M73 M74 Motorway Improvements Project office.

Raul Pascual, Project Manager for FLJV invites project staff to learn more about resource efficiency.



SCOTTISH BUSINESS IN THE COMMUNITY



Ecotown

Ecotown, a Scottish Business in the Community (SBC) green initiative visited our site offices in February with its one-stop shop of information on how to live and work smarter and more sustainably.

Our site-based employees visited the fun pop-up 'town' and met with the experts from SBC who showed how simple decisions can help reduce personal carbon footprint.

Ecotown project manager Vivian Maeda, SBC said: "Ecotown is an entertaining, visually stimulating, portable pop-up town set that our experts bring into businesses. It directly encourages employees to think about how they can reduce their environmental impacts and costs both at home and at work."

Raul Pascual, Project Manager for FLJV who initiated the event said: "We are putting a lot of focus on being environmentally responsible as a project, this initiative furthered that by helping our staff understand the company's existing environmental policies. Staff learned how to be more resource efficient and how to reduce their personal and the project carbon footprint."



Project staff learned about reducing their environmental impact



Project staff got a chance to buy local, environmentally friendly produce

Contact the SRP team:

Scottish Roads Partnership
Hermiston House, Unit B,
M8 Central Business park
Greenhouse Road, Newhouse
Motherwell, ML1 5FL



Tel: 0800 042 0188
Email: info@scotroadspartnership.co.uk

Stay informed

Websites
www.transportscotland.co.uk
www.trafficscotland.co.uk
Twitter
[@transportscotland](https://twitter.com/transportscotland)
[@trafficscotland](https://twitter.com/trafficscotland)

Scottish Roads Partnership



ferrovial
agroman Lagan



M8 M73 M74 Motorway Improvements

Project update

Spring 2015



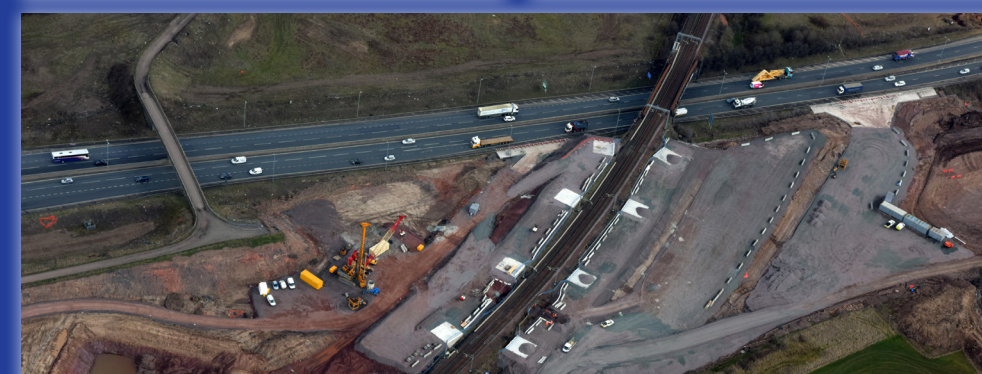
Bird's eye view of construction progress



New M8 south of A8, Bargeddie



M74 Junction 5, Raith



Rutherglen and Coatbridge railway line next to the Cutty Sark Bridge, preparation works for the new railway bridge



A8 Junction 6, Newhouse

Construction of one of Scotland's largest infrastructure projects has reached a major milestone as the first works on the main routes get underway, read the full story on page 3.

Temporary Traffic Management

Q&A with Traffic Management Manager, John Whitelaw



Page 5&6

Operation and Maintenance

Maintaining the roads during the coldest months of the year



Page 4

Scottish Roads Partnership

Welcome to the third edition of the M8 M73 M74 Motorway Improvements Project newsletter. Despite challenges brought by the winter weather, construction continued to progress as planned whilst the Operation and Maintenance team battled the elements to ensure safe journeys for road users. The New Year saw the first Temporary Traffic Management (TTM) on the scheme at Newhouse implemented on January 10th on the A73 between Lancaster Avenue (Chapelhall) and the A775 (Newhouse).

The first major works on the main routes got underway in March 2015 and as these works intensify over the spring and summer months, significant TTM will be rolled out across the project roads to ensure safety of road users, read more of page 3. With major TTM at Raith; we met up with the project's Traffic Management Manager, John Whitelaw, to understand the complexities involved in planning TTM for a major roads infrastructure project. Read our interview with John on pages 5 and 6.

Project team donates £2,780 and collects 2.2 tonnes of toys

The M8 M73 M74 Motorway Improvement Project brought a little bit of festive cheer to those who needed it most. Over the winter period, our Operation and Maintenance and Construction teams worked with a number of worthy charities delivering toys, gift vouchers and raising money for some of the most vulnerable in society

A 'Sustainable Santa' initiative saw staff from Amey collect over 2.2 tonnes of toys from Scottish primary school children in the week before Christmas.

Amey asked pupils to recycle their old and unwanted toys, books and games to worthwhile causes rather than sending them to landfill. The estimated value of the toys collected, many of which were immaculate or unopened, was in excess of £2,000.

A number of local charities benefited from the toy collection including Airdrie Foodbank, Scottish Refugee Council, St Andrew's Hospice in Lanarkshire and the toy recycling charity, Good Green Fun.

Amey staff also contributed to Airdrie Foodbank by holding a selection box appeal, and filled four large sacks with chocolate goodies for local families.

Ferrovia Lagan Joint Venture (FLJV) awarded £500 of gift vouchers to CHAS which enabled the charity to buy lots of exciting presents

for the families supported by the charity.

Children's Hospice Association Scotland (CHAS) is a charity that provides the only hospice services in Scotland for children and young people who have life-shortening conditions for which there is no known cure.

CHAS runs two children's hospices, Rachel House in Kinross and Robin House in Balloch, and a home care service called CHAS at Home.

The charity Crisis Skylight, Edinburgh, bridges the gap which many homeless people face in gaining the skills, qualifications and confidence required to break the cycle of homelessness. Since opening in 2010 it has had a significant impact on the lives of hundreds of homeless people.

FLJV raised £2,280 for the Crisis Skylight team which helped the worthy cause provide a warm and welcoming environment and the chance for their Christmas guests to make a fresh start in the New Year.



Temporary Traffic Management

Transport Scotland is managing the biggest ever package of improvements to the country's transport networks.

Construction of one of Scotland's largest infrastructure projects reached a major milestone as the first works on the main routes got underway as part of the upgrading of Central Scotland's motorway network.

The £500m M8 M73 M74 Motorway Improvements Project represents a significant investment in Scotland's trunk roads, and aims to tackle congestion problems on the A8/M8, M73, M74 and at key junctions including Raith (M74) and Shawhead (A725/A8).

Roads users are being warned to expect some disruption over the coming weeks and months as traffic restrictions come into force across the project roads, and are advised to plan journeys according, especially during peak times.

Traffic management has already been installed on the A73 Newhouse roundabout, M8 Junction 6, pictured below. This is for works to the roundabout which is being expanded and improved to accommodate the new A8 that will run parallel to the upgraded M8.



M8 Junction 6, Newhouse

Further traffic management will be introduced on the main trunk roads to ensure the safety of road users and the workforce on the road network. This will include the introduction of a general speed limit of 50mph; reduced locally where required to maintain safety, and the installation of safety cameras to enforce the limit.

Works are also scheduled to begin on the A8 Glasgow and Edinburgh Road, Baillieston Interchange Roundabout to Baillieston Cross from 2000hrs on Friday, 15 May, for a period of approximately nine months. This will include a contraflow system on the A8 Glasgow - Edinburgh Road and weekend closures of the link road from the M73 northbound to M8 westbound.

In the coming weeks and months, works at Raith Junction will increase will require complex traffic management including speed restrictions, temporary lane closures, diversions and contraflows.

This traffic management will allow the excavation works to start on the construction of the A725 underpass below the existing roundabout. The new underpass will link the Bellshill Bypass and the East Kilbride Expressway (A725) and create a new route for traffic, cutting out the heavily congested Raith Junction.

Details of all forthcoming traffic management can be found on the Transport Scotland and Traffic Scotland websites, with advanced warning signs clearly visible on the roads network prior to major work commencing.

During this time, Scottish Roads Partnership will endeavour to minimise traffic disruption, however it is anticipated that the works could result in delays and you are advised to plan journeys.

In addition to the significant investment in the trunk roads network, two rail closures are also scheduled during the summer months.

Rail improvements on the line near Linlithgow - part of the Edinburgh Glasgow Rail Improvement Programme (EGIP) - and also between Whifflet and Glasgow / Milngavie / Dalmeir, will take place in June and July.

From Saturday 13 June to Monday 27 July, Winchburgh Tunnel on the main Edinburgh - Glasgow line will be closed while Network Rail carries out work to prepare the structure for electrification.

Passengers travelling between Edinburgh and Glasgow / Dunblane can find information on alternative travel options at www.scotrail.co.uk/winchburgh

The six-week long closure of the tunnel coincides with the closure of the Whifflet to Glasgow Central Low Level / Milngavie / Dalmeir line from 11 to 27 July to allow the construction of a railway bridge over the new M8. During this time, buses will replace trains on these routes.

The majority of the civil engineering works on the A8 between Baillieston and Newhouse will take place to the side of the existing road. However, a minimum of 2 lanes will remain open on the A8 during peak periods to minimise disruption to road users.

More information on the impact of this work to road users can be found at www.trafficscotland.org.

Together, these schemes will boost Scotland's economy by improving connections between the commercial centres of Glasgow and Edinburgh and beyond.

Construction Progress

One year in, the project team has reached a pivotal point in this challenging three year project with works starting on the live trunk roads in addition to works off-line.

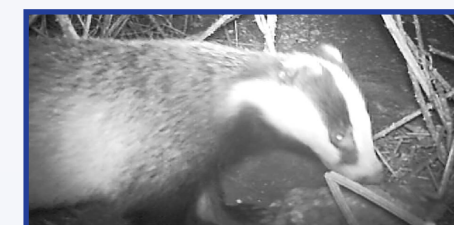
Despite periods of heavy rain and snowfall during the winter period, earthworks have progressed further and the construction team continued with cut and fill works across the project area. Cut and fill is the process of constructing roads whereby the amount of material cut approximately matches the amount of fill needed to make nearby embankments. This optimises the amount of on-site material used and minimises waste and transportation.

Ongoing works in the first quarter of the year have included pre-earthworks drainage, site clearance and remaining accommodation works. The construction team has also identified a total of 140 utilities, including electricity, gas, water, sewerage and BT connections. Diversionary works are necessary to realine the utilities to match the new road layout and have already progressed significantly.

The Central Belt of Scotland was home to a lot of mining activity and several areas of potentially unstable ground have been identified along the project route. Stringent ground investigation checks take place before construction works start as building on top of a mine could cause the road to collapse under traffic weight. Once identified the mines are treated by grouting before construction can commence. The process includes drilling according to the design until the existing seam is reached, then filling the void with a cement based grout, to stabilise the ground ahead of constructing the new road.

Environmental surveys for bats, otters and badger setts are also ongoing and include night vision cameras to help to monitor the wildlife. Any wildlife found on site is protected and new homes are created where necessary.

All of the works are continually inspected by the Scottish Roads Partnership and Transport Scotland to ensure highest standards are maintained.



Badger caught on camera



Jennifer Murphy, SRP's Technical Inspector



First blacktop at Newhouse Junction 6, A8

Operation and Maintenance

On 1 October 2014, Amey, the Operation and Maintenance (O&M) team working on behalf of Scottish Roads Partnership, began its winter service activities across the project road network. Working round the clock, including over the festive period, the O&M team has been striving to keep road user delays, caused by the adverse weather, to a minimum.

After the relatively mild start to the year the weather turned, with more severe winter conditions in January 2015. A fleet of five frontline and three patrol gritter vehicles, operated by 24 trained operatives on a rota basis, continued to work tirelessly, keeping the project roads running in challenging weather conditions.

Precautionary treatments were carried out based on the weather forecast - in particular, when road surface temperatures were expected to drop below one degree and/or snow, frost or ice conditions were predicted.

Winter service patrols operated from 0200hrs to 1000hrs, however, Amey's Winter Service Duty Officer (WSDO) may have instructed patrols out with these times if prevailing conditions indicated an increased risk of delays and disruption to road users caused by ice or snow conditions. The WSDO constantly monitored the weather and road conditions via the Computerised Road Weather Information System (CRWIS), Weather Radar and Thermal Maps and were able to receive information from and communicate instructions to, front line winter gritter services.

January 2015 saw significant snowfall on the project routes and Amey's frontline and patrol gritter vehicles worked continuously to clear routes, ploughing and gritting throughout the night.



A8 clear of snow and ice

It is important to be aware that temperatures can still fall below freezing. Amey's winter service activities continue until 15th May and we encourage all road users to check the weather forecast and road conditions before travelling.