O&M Works Requirements

WINTER SERVICE PLAN

2026 - 2027

Designation	Signed	Date
Winter Service Manager	[redacted]	28/09/2026
Account Manager	[redacted]	28/09/2026

For the use by the Scottish Ministers

Draft document submitted to the Scottish Ministers

Signed: _____

Comments to Company from the Scottish Ministers

Signed: _____

Final Document submitted to the Scottish Ministers

Signed: _____

Strategy Consented to by the Scottish Ministers

Signed: _____

Record of Amendments

This plan shall be reviewed at a minimum of 12 monthly intervals and updated as appropriate. The reviews, including no changes, are noted in the following table.

Rev.	Date	Amendment	Content Owner	Authorised By
0	22/07/2016	First Draft – July Submission for Written Consent of SM	[redacted]	[redacted]
1	28/07/2016	Updated following SMSR comments	[redacted]	[redacted]
2	04/10/2016	Updated WSM, Route Cards, Maps, Depots, Vehicles	[redacted]	[redacted]
3	01/11/2016	Updates to Route Cards, Maps, Patrol Routes, Vehicles	[redacted]	[redacted]
4	07/02/2017	Updates throughout documents, particularly to Route Cards, Maps, Patrol Routes, Vehicles	[redacted]	[redacted]
5	21/04/2017	Updated Route Cards / Maps for M8 W/B Opening	[redacted]	[redacted]
7	12/07/2017	First draft of 2017/2018 plan	[redacted]	[redacted]
8	11/08/2017	Updates following comments from SMSR, and route amendments	[redacted]	[redacted]
9	26/09/2017	Update to Forecast Provider, minor update to r4, r5, footpath amendments, inclusion of final VRNs.	[redacted]	[redacted]
10	02/07/2018	Review for 2018-2019 Season	[redacted]	[redacted]
11	23/07/2019	Minor updates, including Staff and vehicles	[redacted]	[redacted]
12	01/04/2020	Amended to take consideration of Scottish Ministers Change no 8	[redacted]	[redacted]
13	29/07/2020	Annual review for 2020-2021 season	[redacted]	[redacted]
14	01/10/2020	Amended following comments from Scottish Ministers	[redacted]	[redacted]
15	28/07/2021	Annual review for 2021-2022 season with route and vehicle changes	[redacted]	[redacted]
16	11/10/2021	Route amendments, staff amendments, included brine monitoring information	[redacted]	[redacted]
17	27/07/2022	Annual review for 2022-2023 season	[redacted]	[redacted]
18	07/11/2022	Update for change of Winter Service Manager, minor changes to winter personnel, and inclusion of resilience routes.	[redacted]	[redacted]
19	28/06/2023	Annual review for 2023-2024 season. With routes and personnel changes.	[redacted]	[redacted]
20	26/09/2023	Amended following comments from Scottish Ministers, as well as update of fleet and forecast format.	[redacted]	[redacted]
21	31/07/2024	Update of winter personnel. Relocation of operations to Polmadie Depot. Amendment of carriageway routes resulting from change to route-based forecasting.	[redacted]	[redacted]
22	10/09/2024	Reversion to 2022-2023 frontline arrangement with one climatic domain. Updated document references and confirmed VRNs.	[redacted]	[redacted]
23	25/09/2025	Update of personnel. Revisions to reflect digitisation of various winter records.	[redacted]	[redacted]
24	14/07/2026	Annual review, including details of CRWIS fully reverting to the Xweather Horizons platform provided by Vaisala. Inclusion of regarding dashcam footage.	[redacted]	[redacted]
25	28/09/2026	Delay of full migration to Xweather, and revision of frontline carriageway routes to 5 no. for 2026-27 only.	[redacted]	[redacted]

Register of Controlled Copies

A Register of Holders of this Winter Service Plan is detailed below. These holders shall be issued with the revised document as they are made.

Copy No.	Holder	Company / Organisation	Designation	Hard / Electronic Copy
1	[redacted]	Scottish Roads Partnership	Company Representative	E
2	[redacted]	Scottish Roads Partnership	Operations Manager	E
3	[redacted]	Amey O&M	Account Manager	E
4	[redacted]	Amey O&M	Asset Manager	E
5	[redacted]	Amey O&M	Winter Service Manager	E
6	[redacted]	Amey O&M	Control Room	E
7	[redacted]	Turner & Townsend (PAG), SMSR	Project Manager	E
8	[redacted]	Transport Scotland	National Operations Manager – Resilience	E
9	[redacted]	Transport Scotland	Network Resilience Manager	E
10	[redacted]	Transport Scotland	Special Projects	E
11	[redacted]	SE Operating Company	Severe Weather Manager	E
12	[redacted]	SW Operating Company	Severe Weather Manager	E
13	[redacted]	NE Operating Company	Severe Weather Manager	E
14	[redacted]	M80 DBFO	Operational Manager	E
15	[redacted]	North Lanarkshire Council	Senior Engineer	E
16	[redacted]	Traffic Scotland Control Room	Control Centre Manager	E
17	[redacted]	South Lanarkshire Council	Team Leader (Street Works / Asset Management)	E
18	[redacted]	Glasgow City Council	Engineering Officer	E
19	[redacted]	Police Scotland	Road Policing Traffic Management	E
20		Scottish Ambulance Services		E
21		Scottish Fire and Rescue		E

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1. Introduction and Policy

The Network consists of sections of the busiest motorway network in the central belt of Scotland including the M8, M73 and M74. It also includes the A8, A7071 and A725 Trunk Roads.

Winter Service operations shall be provided by Amey on behalf of the Scottish Roads Partnership. They shall allow the safe movement of all road users through the O&M Works Site and minimise disruption to users arising from adverse winter weather (ice and snow). The incidence and severity of winter conditions vary throughout the season and from year to year and hence the resource requirements shall fluctuate accordingly.

Amey will deliver a level of Winter Service commensurate with the winter conditions normally associated with Central Scotland, with the facility to provide additional resources as required to deal effectively with all winter weather conditions which can be expected to arise. The requirements of the O&M Works Contractor are detailed in Part 2 of Schedule 4 and Series 2800 to the Specification of the Project and shall be implemented in cognisance of the principles incorporated in the Scottish Office Code of Practice – Winter Maintenance for Trunk Roads: 1993, 'Well-Managed Highway Infrastructure' and also from guidance published by the National Winter Service Research Group (NWSRG).

Amey shall provide sufficient resources to ensure that all measures are taken to keep the roads of the O&M Works Site open to its users at all times and shall prevent snow or ice from remaining on Network in accordance with the requirements of Schedule 4 Part 2.

The O&M works site covers the following routes:

- M8 Junction 6 Newhouse to Junction 10 Easterhouse
- M73 Junction 1 Maryville to Junction 3 Mollinsburn
- M74 Junction 3a Daldowie to Junction 6 Hamilton
- A8(M) Baillieston Interchange to Swinton Roundabout
- A8 All Purpose Road Baillieston Cross to Newhouse
- A725 Kirkshaws Road Junction to Clyde Bridge South of Raith
- A7071 Bellshill Road from Raith Roundabout to B7071 Hamilton Road Junction
- A725/A7071 Pedestrian and cycling facility at Raith Interchange
- A725 Pedestrian and cycling facilities between Shawhead and Kirkshaws Road Junction
- A8 pedestrian and cycling facilities between Eurocentral to Carnbroe

Amey has previous experience of successfully managing both Trunk Road and Local Authority Winter Service Operations within the UK, including locally operating:

- The M8, M73, M74 Motorway Improvements DBFO project since 2014.
- The South West Trunk Road Contract between 2001 and 2013, and from 2020.
- The South East Trunk Roads contract between 2001 and 2007, and between 2014 and 2020.
- The North East Trunk Road Contract from 2022.
- The North Lanarkshire Council Term Maintenance Contract since 2000 to 2024.

This valuable experience has assisted in shaping this strategy, which details how the Scottish Ministers' Winter Service requirements will be achieved.

This Winter Service Plan is of key strategic importance to the successful operation of the Project and is owned by the Winter Service Manager. While the Winter Service Manager has the overall responsibility for the successful delivery of the Plan, who will be assisted in all respects by the Winter Service Duty Officers who will support as required by the prevailing or predicted conditions.

In recognition of the potential impact to highways operations observed during the Covid-19 pandemic, the plan includes resilience routes.

Any procedures specific to the O&M Works Site consented to in writing by the Scottish Ministers will be included herein.

2. Management Arrangements

2.1 Winter Service Manager

The Account Manager has ultimate responsibility for management and delivery of the O&M Works Requirements, including winter service. The Account Manager will be assisted by the Winter Service Manager, as detailed below, who has the delegated responsibility for all aspects of winter provision.

2.1.1 Name

[redacted]

2.1.2 Qualifications

[redacted]

2.1.3 Experience

[redacted]

2.1.4 Responsibilities

The WSM has delegated and overall responsibility for the provision of the winter service and ensuring compliance of the project for the following activities:

- Ice prediction and weather forecasting service, including sensor calibration
- Collection and management of weather data
- Winter service decision making
- Confirmation of the daily action plan
- Plant and communications
- De-icing material stock levels and storage
- Staff and Operative training and rosters
- Inspection and maintenance of winter hardware
- Maintaining records
- Daily, weekly, and annual reporting

The WSM is the owner of the Winter Service Plan (WSP) and is responsible for revisions to this plan at least once annually and whenever considered necessary during the Winter Service Season. The WSM is responsible for submitting the WSP to the Scottish Ministers for written consent no later than 31 July each year.

The WSM is also responsible for the preparation and submission of the Winter Service Annual Report prior to 31 May each year and will attend the subsequent winter service annual review meeting with the Scottish Ministers.

2.2 Winter Service Duty Officers

2.2.1 Names

[redacted]

2.2.2 Qualifications

[redacted]

2.2.3 Experience

[redacted]

2.2.4 Responsibilities

All WSDOs are authorised by Amey, with responsibility for taking decisions, issuing instructions, and implementing and directing the Winter Service at all times. If the WSDO is uncertain of conditions and what action to take, they will discuss this with the Winter Service Manager.

Duty WSDO's will operate on a roster basis. This ensures that two WSDOs are rostered for every week throughout the core Winter Service Season. The WSDO will maintain and update winter records including:

- Planned and actual:
  - Treatment records
  - Response times
  - Commencement times
  - Route times
  - Spread rates
- Observations and actions taken by the Winter Service Patrols
- Output from Constructional Plant on-board data capture devices
- Constructional Plant down time and software faults
- Constructional Plant deployment records (including Global Positioning System records) and driver/operator logs
- Logs of telephone, electronic mail and two-way communication calls
- Traffic Scotland CMS Portal updates of proposed treatments
- Ice prediction system records
- Weather forecasts and actual weather experienced
- Complaints by members of the public and road users
- Accidents resulting from winter conditions
- Road closures due to winter conditions

A Winter Service control room will be in operation during all Winter Service Operations during the season. With our ability to network fully all communications and to remotely access the Computerised Road Weather Information System (CRWIS), the control room can be established at any location and transferred seamlessly at changes in the duty roster.

The WSDO shall be on duty in the control room whenever Winter Service Operations are planned, constantly monitoring weather and road conditions via the CRWIS and Weather Radar. The WSDO can receive information from and communicate instructions to patrol drivers on a regular basis.

At changes in shift, the outgoing and incoming WSDO will handover and exchange information including:

- 24-hour action plan
- current weather and road conditions including trends
- updates from the Expert Weather Forecasting Service, (Met Desk)

The WSDO will be supported by the WSM. The criteria which will determine this support will include guidance and decision-making support during:

- marginal conditions
- periods when low confidence forecasts are issued
- Severe weather conditions such as prolonged snow, high winds or freezing rain.

In prolonged periods of severe conditions, the WSM will instruct additional resources to be deployed within the control room to deal with the increased monitoring requirement and higher level of ingoing and outgoing communications.

2.3 Monitoring Arrangements

2.3.1 Monitoring Arrangements during Normal Working Hours

During normal working hours, the on-duty WSDO will be responsible for monitoring weather forecasts and actual weather conditions.

2.3.2 Monitoring Arrangements out with normal working hours

Outside of normal working hours, the WSDO will be responsible for monitoring weather forecasts and actual weather conditions.

During the months of October, April and May, the designated WSDO will be on standby for the 24-hour period, however, should more extensive monitoring be required then the WSM shall instruct additional resource. The on-call WSDO shall temper and time their shifts to cover winter hazards accordingly.

A nightshift WSDO shall be identified for the purposes of monitoring conditions over night during the core winter months. Commencing at the beginning of November and operating until the end of March, these two WSDOs shall work in tandem with one another to provide uninterrupted monitoring.

WSDO's will be placed on a rota throughout the winter service period.

2.4 Personnel Resources

2.4.1 Names of staff and labour resources

Winter Service Manager (WSM): [redacted]

Winter Service Duty Officers (WSDO): [redacted]

Duty Operations Supervisors (**DOS**): [redacted]

All winter staff are suitably qualified and experienced to competently undertake the respective duties associated with their role.

The DOS will be directly responsible for the co-ordination of winter service operatives and constructional plant to deliver the requirements of the daily winter service action plan.

Prior to the beginning of each winter season, the WSM will prepare a roster assigning enough numbers of trained drivers for each precautionary treatment and patrol route. This roster ensures that on a week-to-week basis, outside of normal working hours, drivers remain on standby or shift pattern to respond to treatment or patrol instructions.

A minimum of three trained and experienced operatives will be employed for each precautionary treatment route, to provide round the clock coverage without compromising Drivers Hours Regulations.

Operatives:

Operatives	Depot	Training	Address Postcode
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
[redacted]	Polmadie	[redacted]	[redacted]
6 no for winter patrols (Fixed term contract).	Polmadie		

2.4.2 Availability Rosters

During the winter period, detailed rosters will be prepared detailing all staff referred to in 2.4 of this Winter Service Plan. On a weekly basis during the winter period a specific Roster detailing personnel, contact details and specific duty details will be issued to all key staff. This will be distributed electronically and updated on a shared server area each week to ensure key details are constantly kept up to date.

[redacted] from the WSDO and DOS personnel are also competent to undertake all winter maintenance operations should the situation arise. Should these individuals undertake winter maintenance operations, then this shall be planned in a manner that it is out with their other duties.

2.5 Call Out Arrangements

2.5.1 Call out arrangements during normal working hours

The WSDO will implement call out procedures by issuing the daily action plan for winter service operations. During the working day the WSDO will mobilise resources to undertake and complete the required treatment, this includes where changes to the daily action plan are required due to observations or updated forecasts.

2.5.2 Call out arrangements out with normal working hours

When a decision to carry out treatment outside normal working hours is made by the WSDO, the WSDO will call out the rostered drivers by telephone directly.

2.5.3 Contact arrangements during normal working hours

The WSDO will implement call out procedures by issuing the daily action plan for winter service operations. During the working day the WSDO will mobilise resources to undertake and complete the required treatment.

2.5.4 Contact arrangements out with normal working hours

When a decision to carry out treatment outside normal working hours is made by the WSDO, the WSDO will call out the rostered drivers by telephone directly.

2.5.5 Mobilisation Times

To ensure that the requirement to mobilise and commence unplanned treatment on route within one hour of a call out is achieved, a shift system will operate from mid-November to mid-March. Operatives on shift will be based in Polmadie Depot, facilitating an immediate response to call outs.

Outside of this period, operatives will be on stand-by and will be called out directly by the WSDO if required. Where the 5-day forecast indicates that severe weather is anticipated in these months, operatives will be put onto a shift system.

2.6 Communications Equipment

All winter service vehicles are fitted with ‘hands free’ mobile telephones, as well as Push to Talk radios. All drivers will be trained in the effective use of this system. Any faults in these devices shall be reported immediately to the WSDO for their action.

All winter service vehicles are also fitted with an integrated satellite tracking and data recording system. The rostered WSDO shall monitor this system throughout the season.

We have maintenance support through service level agreements with our Internal Fleet Service and relevant manufacturers to repair or replace communications equipment.

Winter Service Patrol vehicles also use an encrypted digital radio communications system. Amey utilises this equipment as a dedicated communication system between Winter Service Patrol drivers, the Traffic Scotland Control Centre, the Winter Service Duty Officer and the Police.

2.7 Training for Managers and Other Staff

2.7.1 Details of Previous Training

The Winter Service Manager attended the Institute of Highways Engineers (IHE) Winter Decision Makers Course (2017), the Advanced Metdesk Winter Training (2021), and have also attended Meteorology, Scenario and Vaisala system training. They completed a Metdesk refresher training course in July 2024.

Our WSDO's have either attended the IHE Winter Decision Makers Course or have attended training courses covering basic road meteorology and the interpretation of weather forecasts provided by Vaisala and the Met Office or MetDesk. WSDOs shall be shadowed for a minimum of one full winter season.

All operatives performing Front Line and Reserve carriageway Winter Service operations will hold an appropriate Class C LGV driving license and be trained and experienced in winter maintenance operations. Similarly, for non-motorised user facilities, the operator will have the necessary driving license and training.

2.7.2 Details of Proposed Training

For staff that have attended training courses covering basic road meteorology, the use of weather forecasts, CRWIS and scenario training, refresher training will not exceed five years.

Staff that have attended the IHE Winter Decision Makers Course will complete appropriate refresher winter training not exceeding five years.

An annual pre-winter internal briefing session will be held in September.

All operatives performing front line and reserve winter service operations will be trained and assessed to meet the requirements of either the Winter Maintenance City & Guilds, or an equivalent winter maintenance qualification.

3. Weather Forecasting

3.1 Purpose

The purpose of the forecast provider is to provide accurate information for interpretation by our WSDO's, enabling them to plan the winter maintenance operations for the following 24-hour period. WSDOs also have 24/7 access to the Met Desk Forecaster for advice or updated information, providing a proactive approach to winter service.

3.2 Methodology

Amey will use the expert weather forecasting service (EWFS) from Met Desk who will utilise information from the existing road sensor network, to give detailed forecasts for the climatic domain, using information from Scottish Weather Radar and thermal mapping that they have access to, to inform on existing and anticipated conditions. Weather forecasts will be provided from 1 October to 15 May (inclusive), and will be delivered every day by 1300hrs via the web-based Computerised Road Weather Information System (CRWIS), providing:

2 – 5 day forecasts - a general area forecast per day, for the 4 days following the day of issue of the 24hr forecast information. With readiness criteria:

- **Green:**
  Road surface temperatures are expected to remain above plus 1C (or above 2C on a low confidence scenario)
- **Amber:**
  I. Road surface temperatures are expected to drop to between (and including) zero and 1C
  II. Road surface temperatures are expected to drop below zero but roads are predicted to remain dry
  III. On a low confidence marginal forecast, amber may be used if road surface temperatures are expected to drop between 1 and 2C
- **Red:**
  Road surface temperatures are expected to fall below freezing with ice and/or hoar frost and/or snow accumulations and/or freezing rain likely.

36 Hour Forecast - Domain specific forecast, giving details of the weather anticipated from 12:00 midday through to 23:59 the following day. The main features of the forecasts are:-

- General Synopsis for the time period
- Snow Summary for the time period
- Hourly breakdown of anticipated weather conditions, showing:
  - Road Surface Temperatures (RST), with the lowest RST being highlighted in bold
  - Air Temperatures
  - Weather Type
    - Dry
    - Wet
    - Rain
    - Dew
    - Hoar Frost

- Ice
- Snow
- Sleet
- Hail
- Freezing Rain

- Hourly breakdown of following hazards
  - Hoar Frost (Y/N)
  - Ice (Y/N)
  - Snow Accumulations (cm)
  - Wind Speed (mpg)
  - Visibility (km)
  - Precipitation (mm)

Evening Forecast Update - Domain specific forecast, giving updates to the 36-hour forecast based on latest evening model.

Morning Forecast Update - Domain specific forecast, giving initial 36-hour forecast based on the morning model for the 36 hour period starting at 07:00.

Non-Routine Forecast Updates - Issued where forecast changes out with the 36-hour forecast. Our forecast providers update criteria is as following:

Specific to urgent updates that encompass a ‘significant change’ to the forecast, and would therefore necessitate contact

Urgent updates will be accompanied by:

• Updated graphs and 36hr text/tables if prior to 03:00

• After 03:00 updates are via phone.

A ‘significant change’ to forecast is considered as a change that may necessitate a change in action, or an additional action, required to be carried out.

In situations where site specific observed temperatures deviate ‘significantly’ from forecast but remain within the tolerances dictated by the relevant domain-wide predictions AND proposed or actual action reflects the domain-wide predictions, these will not be considered a ‘significant change’.

The following lists the standard urgent update criteria:

RST-related

- Observed site specific RST is below plus 1C when not forecast to be and this is lower than the associated route or domain forecast minimum.
- Observed site specific RST is below 0C when not forecast to be and this is lower than the associated route or domain forecast minimum.
- Observed site specific RST associated with a route or domain falls below zero 2 or more hours earlier than forecast and this is not already reflected in the route or domain forecast.
- Observed site specific RSTs associated with a route or domain fail to rise above zero 2 or more hours later than forecast and this is not already reflected in the route or domain forecast.

- Observed site specific RSTs associated with a route or domain are now expected to remain comfortably (>+2C) above zero when site and route or domain forecast were originally forecast to be below zero.

Precipitation/moisture

- Settling snow within a route or domain are now expected to arrive earlier, or last longer, than previously predicted (i.e. >2hrs).
- Settling snow depths within a route or domain are now expected to be greater than predicted (i.e. more than 5cm above forecast amounts for predictions of between 1- 10cm and more than 10cm above forecast for predictions of 10-20cm and more than 15cm above forecast for predictions over 20cm).
- Showers (any precipitation form) within a route or domain are now expected when no showers were originally predicted and the minimum RSTs within a route or domain is predicted to drop below 1C
- Freezing rain within a route or domain is now expected, or arriving 2 or more hours earlier, or departing 2 or more hours later, contrary to route or domain forecast
- Hoar frost and/or ice within a route or domain now expected on nights during which no ice/hoar frost hazards were forecast.
- Snow has started to accumulate and was not predicted to in the route or domain within 2 hours either side of current time.

Momentary dips to zero during passing hail are not considered significant.

24-hour Consultancy Service - this facility is used if there are any doubts about the forecasts or when conditions change significantly. Confirmation of updates will be made by telephone to the WSDO if the forecast has changed significantly. The Forecaster will also be available to the WSDO to discuss any matters of concern or to clarify low confidence forecasts.

As well as the service provided by MetDesk, we also receive Severe Weather Warnings from Met Office, this is a service provided throughout the year. The early warning weather alert provides information regarding heavy snow, high winds and / or heavy rainfall.

Vaisala DSS Manager shall be utilised for its diary, messaging, and operations functionality, while the Xweather Horizons platform will contain station data. Owing to Xweather containing its own forecast modelling for non-forecast sites, decision-makers are minded that Vaisala are not the appointed expert weather forecaster for the project area. Therefore, such modelling of road temperatures and perceived potential hazards is not ratified.

3.3 Weather Forecasting Service

3.3.1 Climatic domains

The project area represents a single climatic domain for both forecasting and decision-making purposes.

3.3.2 Weather radar

The WSDO will have access to a web-based Weather Radar facility provided by Met Desk, 24 hours a day, seven days a week, throughout the winter season to supplement forecast information. The Radar will help to improve the accuracy of assessing the timing, nature, and intensity of precipitation, particularly snowfall.

We also have access to the Met Office Hazard Manager radar data via their website.

3.3.3 Ice sensors and weather forecast sites

Ice Sensors located on or close to the Network will be polled on a regular frequency of 1 hour between 15th May and 1st October; and a minimum of 20-minute intervals between 1st October and 15th May inclusive. All data will be collected by the Ice Prediction System's Master Station, accessed by the WSDO via a portable computer. Weather forecast sensors have added functionality to allow Met Desk to model the temperature characteristics of the road pavement and can be accessed directly by Met Desk to assist in producing road-specific weather forecasts.

3.3.4 Thermal mapping

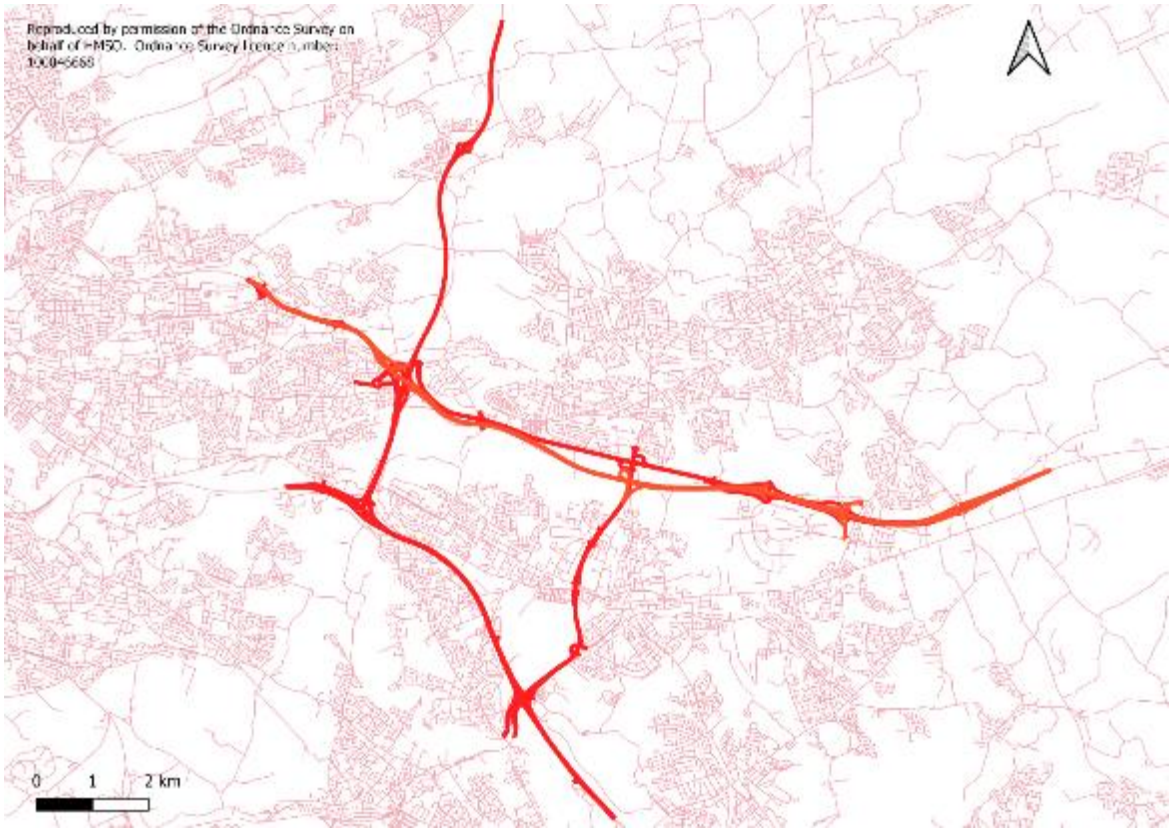
Thermal maps comprise digitised thermal fingerprints graphically representing variations in road surface temperatures along a route. By combining thermal map and forecast data, route maps can be produced indicating forecast minimum road surface temperatures along each route.

Digitised thermal mapping provides another useful tool for staff to supplement forecast data and local knowledge thereby aiding the decision-making process regarding winter maintenance action. The maps can also be used to select suitable locations for additional outstations.

Thermal Mapping of the O&M works site is available within Vaisala Manager, digitised mapping and via hard copy route maps.

3.3.5 Location plans

The O&M Works site location plan is shown below:



3.4 Computer Systems

The computerised road weather information system (CRWIS) will continue to be provided by Vaisala.

Winter decision-makers are minded that the Horizons X Weather system contains its own modelling for non-forecast stations, and that such predictions are not ratified. Only forecast data from the appointed expert weather forecaster shall inform decision-making.

The CRWIS sites will obtain, interpret and display the following, in a manner that predicts trends in weather and road conditions:

- Road sensor data (forecast & actual)
- Thermal maps
- Weather data from Met Desk
- Other relevant information

An automatic alarm, which activates when a road sensor falls to PS1.0 degree centigrade or road hazards are observed, will be utilised. This alarm is monitored by the rostered WSDO through the winter service period.

In the event of power failure in the depot, non-electrical means of heat and light will be utilised pending the switching on of mobile generators from the depot emergency vehicle. Manual records will be maintained and transferred into electronic records on the restoration of the power supply.

In the event of communications failure, mobile phones will be used to maintain contact with vehicle drivers, Police Scotland, Vaisala and Met Desk. Vaisala will monitor the CRWIS for Amey in this situation.

In the unlikely event that the CRWIS fails for any reason then the WSDO will contact the 24-hour CRWIS helpdesk and / or the Met Desk 24-hour consultancy service for assistance, until the system is restored.

Contact details are as follows:

[redacted]

4. Monitoring Arrangements for Areas Requiring Special Attention

Areas requiring special attention are known locations on the Network where:

- significant gradients exist, shown in Fig 4/1
- frost is prone to occur, Fig 4/2
- water run-off is liable to happen Fig 4/3

Amey will, throughout the Project period, review these areas and add other areas as necessary.

Road Number	Location
A725	Raith Interchange towards East Kilbride
A725	Raith Interchange towards Bellshill
M73	Junction 1 to Junction 2
M74	Northbound on to M73

Figure 4/1: Gradient Locations

Road Number	Location
A8	Eastbound Eurocentral to M8 Merge at Newhouse
A8	Westbound M8 Diverge at Newhouse to Eurocentral

Figure 4/2: Frost Prone Areas

Road Number	Location
A725	Northbound Raith Underpass

Figure 4/3: Water Run-Off Areas

Each area must be monitored effectively. For both frost susceptible and known surface water run off locations, the ability to monitor and forecast up-to-date road surface temperatures and states is critical.

In addition to the Winter Service Patrols detailed in Section 8 of this document, the WSDO has the authority to instruct the mobilisation of any frontline winter constructional plant to patrol any part of the Network at any time. This action may be necessary to enable the WSDO to receive accurate real time visual information such as road surface state observations, surface water run-off and precipitation type/intensity. This information, combined with data within the CRWIS and Weather Radar allows the WSDO to monitor affected areas along with other areas on the Network and to make appropriate treatment planning decisions.

5. DECISION MAKING

5.1 Role of the Winter Service Manager

The role of the WSM is strategic, carrying ultimate responsibility for the provision of the Winter Service. The WSM shall confirm with the WSDO the proposals for the coming 24-hour period. The WSM will always be available to enable the WSDO to seek advice regarding any aspect of the Winter Service.

The WSM will also provide all additional resources to provide the necessary level of winter service, including the provision of additional staff in the Control Room, additional drivers available during severe adverse weather and any additional plant, vehicles or materials required.

5.2 Role of the Winter Service Duty Officer

The WSDO has the delegated responsibility for producing the daily action plan in conjunction with the treatment matrices shown in appendix B. Following confirmation of the daily action plan by the WSM, the WSDO shall contact all rostered Winter Operatives informing each of them of the decision and timing of any treatment in the forthcoming period. Where possible, this shall be complete by 14:00 each day during the Winter Service Period.

The WSDO will have at their disposal robust procedures, detailed weather forecast information, actual road condition information including information from mobile surface temperature sensors and a communication system to the Winter Service Patrols and operations teams across the Network. We shall make full use of this information to determine the optimal time to commence precautionary treatments to ensure that these are complete within two hours of commencement and in advance of sub-zero RSTs.

Following confirmation of the daily Winter Service action plan, the WSDO will contact all Winter Service drivers informing each of the decision and timing of any treatment in the forthcoming 24hr period.

Through the 24-hour period, the WSDO shall monitor weather conditions and make the necessary decisions to carry out the necessary levels of service.

The WSDO is also responsible for providing the Daily Action Plan in the Traffic Scotland CMS system by 15:00 and updating it as necessary afterwards.

5.3 Weather Service Patrol Mobilisation.

Amey will carry out Winter Service Patrols from 1 November to 31 March inclusive on those sections of Trunk Roads identified in Schedule 4 Part 2, Table 3.2.1 of the Project and further detailed in Appendix D, Annex WSP 1 of this plan.

The requirement for Winter Service Patrols is initially determined by the Winter Service Duty Officer on receipt of the Met Desk daily forecast and after this has been analysed. From 1st November to 31st March, where the forecast minimum road surface temperature is equal to or less than +2°C, for the climatic domain associated with the Patrol Routes listed in Section 8 of this Plan, the WSDO will instruct Winter Service Patrols on the daily action plan. In these instances, the WSDO's are then responsible for mobilisation of the required resources.

On occasions the forecast may initially predict road surface temperatures to be above +2°C, but it is either

(a) Observed that RSTS are below +2, or

(b) a subsequent forecast update is made predicting road surface temperatures to drop to or below +2°C.

Where (a) is observed or (b) is received by the WSDO, Winter Service Patrols will be mobilised directly by the WSDO.

5.4 Proposals for Precautionary and Additional De-icing Treatments when Low Confidence Forecasts shall be issued for Variable Road and Weather Conditions

The minimum requirements for de-icing material spread rates for precautionary treatment shall be as provided in Tables 1, 2, 3, 3.1 and 3.2 of Appendix B.

When low confidence weather forecasts are issued by Met Desk, and during marginal conditions, the WSDO's will monitor conditions using the CRWIS. Amey's decision-making process accounts for low confidence forecasts received and the WSDO will follow this process when considering the original and updated forecasts.

During marginal conditions the WSDO will always take a conservative approach. It is essential that during these periods the WSDO receives reports and information from the Winter Service Patrols. The WSDO shall instruct patrols to monitor conditions and, if necessary, initiate immediate precautionary treatments in accordance with the proposed de-icing material spread rates detailed in Table 2 of Appendix B.

5.5 Proposals for Monitoring the Effectiveness of De-icing Materials

Following any precautionary treatment, the WSDO will continue to monitor the weather forecasts and the actual weather conditions including but not limited to reports from Winter Service Patrols, Radar supplied by the forecast provider and data from the CRWIS. This information will be used to assess the effectiveness of the treatment and to instruct further treatment when considered necessary, in consideration of forecast conditions.

This is particularly important in situations where precipitation is forecast or has occurred resulting in a potential dilution of the amount of salt present and inherent reduction in the effectiveness of the treatment.

The presence and concentration of salt solution can be detected by Forecast and Road Sensors and displayed within the CRWIS as 'Freeze Temp'. This Temperature is the theoretical Road Surface Temperature at which ice will form and the salt solution will cease to be effective. The detection of residual salt through the CRWIS, however, depends upon the salt being in solution, when in a dry state the 'surf state' when salt is present will normally be 'trace', whilst if in solution, will be listed as 'wttrd'.

Where there is any doubt as to the ongoing effectiveness of any treatment undertaken, due to either dilution of salt from precipitation, or uncertainty of residual salt levels, the WSDO will err on the side of caution and will instruct further action to be undertaken.

5.6 Road Closure Operational Procedures

Any decision to close a road will normally be taken by the Police.

The WSDO shall notify the WSM, the Scottish Ministers and Traffic Scotland Control Centre will be informed immediately by telephone, and in writing within 12 hours, of any decision to close a road, or of other major problems encountered within the Network due to winter weather conditions.

The Police will normally notify the other Emergency Services of any road closures and in liaison with Traffic Scotland will arrange for the provision of advance warning signs and/or activate variable message signs or arrange media coverage where appropriate.

The WSDO will also notify the local Roads Authorities of any relevant road closures.

The WSDO shall immediately inform Traffic Scotland Control Centre and the Scottish Ministers of the reopening of the road.

5.7 Activation of Snow and Ice and Hidden Message Signs

There are currently no hidden message signs within the Network.

5.8 Processes and Procedures for Deciding when it is Unsafe to Continue with, or Commencing Clearing Operations

If in exceptionally severe conditions, such as blizzards resulting in reduced visibility and deep drifting snow; the Winter Service Manager decides that it is unsafe for operational personnel to clear snow or ice, operations will be suspended until conditions improve. Such instances are likely to be extremely rare and the Winter Service Manager will liaise with the police, the Scottish Ministers, the expert weather forecaster and Traffic Scotland prior to making such a decision.

Notification of roads closed as a result of being unsafe to continue clearing operations will be notified as 5.6 above.

5.9 Manual for the Management of the Risk of Unplanned Disruption

The Winter Service Plan is a controlled item of the Quality Plan and forms part of the O&M Manual. The Winter Service Plan forms part of the Disruption Risk Management Plan and shall be reviewed at no greater than 12 monthly intervals.

6. LIAISON

6.1 The Scottish Ministers

Effective liaison with the Scottish Ministers prior to, during and after the winter service season is essential to the successful delivery of the service. The Scottish Ministers will be consulted during the preparation, approval, and review of the Winter Service Plan on an annual basis.

The Scottish Ministers will have the capability of remotely accessing electronic winter service records in real time.

Amey will continually review the need for snow fences and shelter belts on the Network and, where it considers that such provisions are necessary; will notify the Scottish Ministers in writing.

Prior to the commencement of the Winter Service Period, the Scottish Ministers will receive one controlled paper copy and one controlled electronic copy of the Winter Service Plan.

6.2 The Police

In preparing the Winter Service Plan, Amey will consult with all relevant Police Authorities. The Police shall receive, from Amey, one controlled paper copy and one controlled electronic copy of the Winter Service Plan. All relevant Police Authorities will be notified, by the WSDO, of all proposed treatments and patrols once known, but not normally later than 15:00 each day.

Amey will liaise closely with the Police to monitor adverse winter weather and travelling conditions. During periods of Severe Weather, the Winter Service Manager and WSDO will work closely with the Police who may supply information to the media regarding travelling conditions on the Network.

Any decision to close a road will always be taken by the Police. Amey will liaise with the Police regarding road closures as detailed in Section 5.6 of this document.

6.3 Traffic Scotland Operator

Amey will, prior to the commencement of each winter service season, issue the Traffic Scotland Operator one controlled paper copy and one controlled electronic copy of the Winter Service Plan.

During the Winter Service Period, the Company shall report the known effect of adverse weather and travelling conditions to the Traffic Scotland Operator

Traffic Scotland will be notified by the WSDO of all planned treatments and patrols by 15:00 each day. In addition, should messages be required to be displayed on electronic warning systems and variable message signs, Traffic Scotland Control Centre will be notified by the WSDO.

During periods of severe weather the WSDO will undertake regular reviews, at no less than hourly intervals, of the information published within the severe weather bulletin board, and update this information via the Traffic Scotland Roadwork's Module and/or the gritter Management module:

(i) If they are aware of any change in the situation at any location logged on the bulletin board and;

(ii) If they are aware of any other locations where severe weather is affecting driving conditions or traffic movements on the Trunk Road network.

6.4 Adjacent road and highway authorities

In preparing the Winter Service Plan, Amey will consult with all adjacent Local Roads Authorities. They will receive, from Amey, one controlled paper copy and one controlled electronic copy of the Winter Service Plan. Adjacent Local Roads Authorities will be notified by the WSDO of all planned treatments and patrols by 15:00 each day.

Amey will liaise closely with all adjacent Local Roads Authorities to monitor adverse winter weather and travelling conditions.

6.5 Adjacent South-East Unit & South-West Unit including DBFOs

A consistent level of service at boundary interfaces with adjacent Trunk Road Operating Companies is essential to allow the safe movement of road users and to minimise delays and disruption caused by snow and ice conditions.

During the annual preparation and review of the Winter Service Plan, Amey will consult with adjacent Trunk Road Operating Companies. They shall receive one controlled paper copy and one controlled electronic copy of the Winter Service Plan. The WSDO will notify adjacent Trunk Road Operating Companies of all proposed treatments and patrols once known, but not normally later than 15:00 each day.

During periods of severe weather, the WSDO will liaise and update the adjacent Trunk Road Operating Companies regarding the current status of the prevailing weather conditions and Amey's winter service operations.

6.6 Network Rail

As there are no railway level crossings, liaison with Network Rail will not be appropriate.

7. MUTUAL AID ARRANGEMENTS

A list of contacts for adjacent Operating Companies and Local Authorities will be held by the WSM to allow offers of mutual aid to be made, subject to the availability of resources. This aid may take the form of providing salt stocks or operated winter service plant. Whenever such a request is received, we will endeavour to make this aid available at the earliest opportunity, without compromising the level of service being provided on the Network.

Throughout the 2026-2027 winter season, the A725 North Alderston footpaths shall be incorporated into the footway route and treated with brine. This is due to major bridge refurbishment works on the A725, which may otherwise impact the local authority's ability to treat the structure themselves.

8. WINTER SERVICE PATROLS

From 1 November to 31 March inclusive, when the forecast minimum road surface temperature for the Network is less than or equal to 2°C, the WSDO will instruct the relevant Winter Service Patrols covering the routes detailed in Schedule 4 Part 2 Annex 3.2.

All Winter Service Patrol routes are under continuous review and will be amended as and when necessary, throughout the season to reflect any required changes.

Winter Service Patrols will:

- Patrol all carriageways of Trunk Roads, excluding slip roads, identified in Annex 3.2, Table 3.2.1 of Schedule 4 Part 2.
- Report on road conditions encountered to, and take instruction on treatments from, the Winter Service Duty Officer,
- Provide an immediate response when instructed to carry out treatments or other de-icing Operations by the Winter Service Duty Officer,
- Deal with any situation on the Winter Service Patrol route requiring immediate attention,
- Pay particular attention to Areas Requiring Special Attention identified in Annex 3.3 of Schedule 4 Part 2.
- Undertake short stops for minor maintenance such as clearing grips and removing debris, and
- Provide daily reports.

Category A Winter Service Patrols shall operate from 02:00 to 10:00 at two hourly intervals as described in Schedule 4, Part 2, Paragraph 3.10.8. The routes will be designed such that each Winter Service Patrol alternates between a one hour patrol and a one hour standby on each route. All patrol routes shall be completed within one hour of commencement.

The routes for dual carriageways and motorways shall be further designed so that the patrol vehicle, when working, is able to attend any location on its route within 30 minutes of receiving a call from the Winter Service Duty Officer.

Category A Winter Service patrols shall operate out with the specified times when forecasts indicate an increased risk of delays and disruption to users caused by snow and ice conditions.

Operating periods for Category A Winter Service Patrols shall be between 02:00hrs and 04:00hrs, 04:00hrs and 06:00hrs, 06:00hrs and 08:00hrs and 08:00hrs and 10:00hrs.

Category B Winter Service Patrols shall operate from 00:00 to 09:00 at three hourly intervals as described in Schedule 4, Part 2, Paragraph 3.10.10.

Operating periods for Category B Winter Service Patrols shall be between 00:00hrs and 03:00hrs, 03:00hrs and 06:00hrs and 06:00hrs and 09:00hrs.

Special attention will be given to those locations designated as “Areas Requiring Special Attention” described in Section 4.

8.1 Winter Service Plant and Reporting

8.1.1 Winter Service Plant Provided by Amey for Winter Service Patrols

Winter Constructional Plant for Winter Service Patrols, as detailed in Annex WSP 5 of Appendix D, will be:

- Fully loaded with de-icing material to provide an immediate response to carry out precautionary treatments or other de-icing Operations for carriageways,
- Equipped with on board data logging equipment to record actions taken by Winter Service Patrols,
  - Equipped with on board global positioning system, and
  - Front line service independent and separate to precautionary treatment resources which will not be diverted to other de-icing operations or emergencies.
  - Stocked with welfare kits, for distribution during an incident involving stranded vehicles. Each patrol vehicle shall have:
    - 24 space blankets
    - 24 bottles of water
    - 24 energy bars.

8.1.2 Winter service patrol report

A Winter Service Patrol report shall be provided by the Company in the format referred to in Table 3 of Annex WSP 1 to Appendix D of this part.

9. TREATMENT ROUTES

9.1 Treatment routes are detailed in Annex WSP 2, Appendix D.

I. Precautionary Treatment Routes, including sections shared with Scottish Ministers Trunk Road South East and South West Units, including DBFO's and other adjacent road authorities:

a. There is one category of precautionary treatment route:

Carriageway precautionary treatments not exceeding 40g/m² (WSP 2 of Appendix D)

All precautionary treatment routes have been designed to enable completion of treatment routes, including contiguous laybys but excluding remote laybys, within two hours of commencement of the treatment. Precautionary treatment routes will mobilise, commence, and complete before snow and ice conditions are forecast to occur. Immediate responses for unplanned treatments will mobilise and commence within one hour of the WSDO's instruction.

All precautionary treatment routes are under continuous review and will be amended as and when necessary, throughout the season to reflect necessary changes due to works affecting the treatment routes.

De-icing vehicles and drivers will be assigned to specific routes to promote route ownership and knowledge, but all drivers will have a basic knowledge of every precautionary treatment route and will be capable of undertaking any such route if necessary. All frontline and patrol vehicles as well as 2no reserve vehicles shall be fitted with a device capable of navigation and automated spreading of treatment routes.

Precautionary treatment spread rates, specified by the WSDO on the daily action plan, will be in accordance with Section 5.2 of this document.

Additional care will be taken at road works, where in addition to areas currently being trafficked, all other areas, including contraflows, likely to be opened to traffic are treated. Traffic management equipment, including cones and cylinders, may disrupt distribution of salt, and liaison with engineering staff responsible for roadwork sites is essential if complete and robust treatment is to be ensured. Where more extensive traffic management measures prevent adequate precautionary treatment application, separate treatment will be carried out in advance of the carriageway being re-opened to traffic.

No Winter Constructional Plant will be driven above the legal speed limit at any time or at a speed greater than 40mph during precautionary treatment operations on de-restricted dual carriageways or motorways. On single carriageway roads de-icing material will be spread across the full width of the road in a single pass with the Winter Constructional Plant travelling at a speed no greater than 30mph.

II. Contingency Plans for Alternative Access to Precautionary Treatment Routes Where Normal Access is Prevented Due to Weather Related or Other incidents

Amey have put in place arrangements and resources which will ensure that carriageway precautionary treatments will be provided for sections of the Network where normal access is prevented due to weather or other related incidents.

These contingency arrangements provide resources for precautionary treatments using an alternative access. Front Line Winter Constructional Plant will carry out treatment from an alternative access, should, for whatever reason, precautionary treatment not be able to be carried out in accordance with the Route Cards shown in WSP 2 of Appendix D.

For the majority of the Network there are alternative routes available to enable treatment routes to be completed by the de-icing vehicle allocated to that particular route. Network that Amey consider are most at risk from restricted access, due to weather or other related incidents, are those with no local suitable alternative routes.

Many of the routes interlink with each other, therefore, in a situation where access to a route cannot be gained by the constructional plant listed to carry out a treatment, there is a facility for another treatment route to carry out necessary treatment to a required section.

III. Locations of de-icing material loading and mixing points

All de-icing materials will be stored in Polmadie Depot, this is also the loading point for all project roads.

IV. Contingency Routes (50% reduction)

Appendix D details treatment routes based on a 50% reduction of routes covering the O&M works site fully.

V. Deployment of alternative de-icers

The WSM, following consent from Scottish Ministers, can utilise alternative de-icers to supplement salting of the network where conditions dictate.

9.2 Details of cycling facilities in urban areas

Details of cycling facilities within the project are provided in Annex WSP 2 to Appendix D, Non-Motorised User Facilities. These non-motorised user facilities are located adjacent to the A8 and A725 carriageways.

The paths shall be treated at a rate of 30ml/M2 of brine at a minimum concentration of 20%.

The steel footbridges shall be treated with Potassium Acetate at the applicable rate in Appendix B, Table 3.

For the purpose of treating these footbridges, both a 25L Mountain Icebreaker Sprayer and 15L knapsack style sprayer are available.

10. SNOW AND ICE CLEARANCE

10.1 Snow Clearing

10.1.1 Description of Arrangements and Resources for snowfall

Amey will, so far as is reasonably practicable, ensure sufficient resources are available to prevent snow or ice from remaining on the Network, and put into place specific arrangements to ensure that these resources will be mobilised.

The WSDO, in discussion with the Winter Service Manager, will determine, from the 2-5 day weather forecast, the requirements to mobilise additional resources and fit ploughs. Winter Service shifts and the preparation of de-icing and ploughing equipment will be instructed by the WSDO, subject to prior approval by the WSM.

All Front Line, Reserve and Additional Winter Constructional Plant, apart from snow blowers, will be equipped with snow ploughs to effectively clear ice and snow. Non-salting vehicles fitted with ploughs, will also be mobilised to aid echelon ploughing on dual carriageways and motorways.

Conditions and de-icing spread rates for snow and ice clearance of carriageways are detailed in Appendix B Table 4 with Snow Clearance requirements shown in Appendix A Table 5.

Details of Constructional Winter Plant are provided in Section 12 of this document and Appendix D, Annex WSP 5.

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). Where temporary vehicle restraint systems are installed on the network, a snow blower will be deployed to avoid ploughed snow creating a ramp at the barriers. Ploughing techniques to be adopted are shown in Figure 10/1.

Where hard packed snow and ice not exceeding 20mm thick has formed, and the air temperature is above minus 5°C, removal will be achieved by successive spreading of de-icing material. Below minus 5°C or where the snow or ice is more than 20mm thick, a single sized abrasive aggregate of particle size of 6mm, or 5mm sharp sand and having low fines content will be added to the de-icing material on a 1:1 ratio. Reversion to the use of de-icing material only will be made as soon as possible. Abrasive aggregates will be considered as a supplement on footway sections where de-icing material alone would provide an unacceptably slippery surface.

Ploughing Techniques
Single Carriageway Roads: Plough to the left hand verge in both directions
Wide Single Carriageway Roads: Plough from centre line to the left in both directions Plough to widen the carriageway towards left verges in each direction.
2 Lane Dual Carriageway Roads without Hard shoulders: The method of clearance, on both carriageways, should be: (a) plough the left hand lane to the verge; (b) plough the right hand lane to the central reservation
2 Lane Dual Carriageway Roads without Hard shoulders and permanent concrete barrier in central reservation: The method of clearance, on both carriageways, should be: (a) plough the right hand lane to the left hand lane (b) plough the left hand lane to the verge;

2 Lane Dual Carriageway Roads with Hard shoulders: The method of clearance, on both carriageways, should be: (a) plough the left hand lane to the hard shoulder; (b) plough the right hand lane to the central reservation.; (c) plough the hard shoulder to the verge
2 Lane Dual Carriageway Roads with Hard Shoulders Where temporary vehicle restraint systems are in place on hard shoulders The method of clearance, on both carriageways, should be: (a) plough the right hand lane to the central reservation; (b) plough the Left hand lane and snow blower operating behind will project snow over barrier
2 Lane Dual Carriageway Roads with Hard shoulders and permanent concrete barrier in central reservation (where ploughing to central reservation cannot be achieved): The method of clearance, on both carriageways, should be: (a) plough the right hand lane to the left hand lane (b) plough the left hand lane to the hard shoulder; (c) plough the hard shoulder to the verge
3 Lane Dual Carriageway Roads without Hard shoulders: The method of clearance, on all carriageways, shall be: (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
3 Lane Dual Carriageway Roads where temporary vehicle restraint systems are in place on hard shoulders: The method of clearance, on all carriageways, shall be: (a) plough the centre lane to the left hand lane; (b) plough the left hand lane with snow blower following projecting snow over the restraint system; (c) plough the right hand lane to the central reservation
3 Lane Dual Carriageway Roads with Hard shoulders: The method of clearance, on all carriageways, shall be : (a) plough the centre lane to the left hand lane; (b) plough the left hand lane to the hard shoulder; (c) plough the right hand lane to the central reservation; (d) plough the hard shoulder to the verge
3 Lane Dual Carriageway Roads with Hard shoulders and permanent concrete barrier in central reservation (where ploughing to central reservation cannot be achieved): The method of clearance, on all carriageways, shall be : (a) plough the right hand lane to the centre lane; (b) plough the centre lane to the left hand lane; (c) plough the left hand lane to the hard shoulder; (d) plough the hard shoulder to the verge
3 Lane Dual Carriageway Roads with no Hard shoulders and permanent concrete barrier in central reservation (where ploughing to central reservation cannot be achieved): The method of clearance, on all carriageways, shall be : (a) plough the right hand lane to the centre lane; (b) plough the centre lane to the left hand lane; (c) plough the left hand lane to the verge

4 Lane Dual Carriageway Roads with no hard shoulders: The method of clearance, on all carriageways, shall be: (a) plough lane 2 to lane 1; (b) plough lane 1 to the verge; (c) plough lane 3 to lane 4 (d) plough lane 4 to central reservation
4 Lane Dual Carriageway Roads where temporary vehicle restraint systems are in place on hard shoulders: The method of clearance, on all carriageways, shall be: (a) plough lane 2 to lane 1; (b) plough lane 1 with snow blower following, projecting snow over restraint system; (c) plough lane 3 to lane 4 (d) plough lane 4 to central reservation
4 Lane Dual Carriageway Roads with hard shoulders and permanent concrete barrier in central reservation (where ploughing to central reservation can not be achieved): The method of clearance, on all carriageways, shall be: (a) plough lane 4 to lane 3; (b) plough lane 3 to lane 2; (c) plough lane 2 to lane 1 (d) plough lane 1 to the hard shoulder (e) plough the hard shoulder to the verge
4 Lane Dual Carriageway Roads with no hard shoulders and permanent concrete barrier in central reservation (where ploughing to central reservation can not be achieved): The method of clearance, on all carriageways, shall be: (a) plough lane 4 to lane 3; (b) plough lane 3 to lane 2; (c) plough lane 2 to lane 1 (d) plough lane 1 to the verge
4 Lane Dual Carriageway Roads with no hard shoulders: The method of clearance, on all carriageways, shall be: (a) plough lane 2 to lane 1; (b) plough lane 1 to verge; (c) plough lane 3 to lane 4 (d) plough lane 4 to central reservation

Figure 10/1: Ploughing Techniques

During prolonged periods of snowfall at locations where the use of salt for de-icing is prohibited, ploughing will be continuous followed by repeated applications of de-icing chemical. If snow becomes hard packed, consideration will be given to applying 5mm sharp sand to aid traction while snow clearing operations are being carried out.

Ploughing routes will mirror the precautionary treatment routes and this activity will be carried out utilising the Echelon Ploughing technique.

Where drifting is forecasted, the ploughing techniques will continue to be utilised. Reserve plant will also be positioned focussing on vulnerable areas to clear lanes. Where a build-up of drifts occurs and ploughing becomes ineffective, we shall also employ snow blowers to facilitate the clearance of these drifts, working alongside the ploughing vehicles.

10.1.2 Road Procedure including use of Snow Gates

The Police will issue instructions to Amey to assist in road closures. When the Police, in consultation with the WSDO, consider that weather conditions have made a road unsafe to vehicular traffic, arrangements will be made with the Police to close the road. There are currently no snow gates within the Network site therefore all closures will be implemented using temporary barriers and adequate appropriate signage.

Having decided on the need to close a road, the Police will issue instructions to close the road. This decision will normally be relayed by the Police to the WSDO using a dedicated contact number. Amey will liaise, and co-operate, with the Police to man each end of the closure, if applicable, until a search of the section of road affected has been undertaken to ensure that no vehicles or pedestrians are trapped within the lengths of closure.

When a road is required to be closed, the WSDO will immediately notify the Traffic Scotland Control Centre by telephone. A written report will be submitted to the Scottish Ministers within 12 hours (or if outside of normal working hours then the morning of the next working day) of the Police instructing road closure.

The Police will normally notify the other Emergency Services of any road closures and will arrange for the provision of advance warning signs and/or will activate fixed or variable message signs where appropriate. The WSDO will also notify the adjoining Local Authorities and Operating Companies of any relevant closures.

Once it has been ascertained that no-one has been trapped within the closure length, the closure will be secured and all Amey personnel withdrawn except those involved in the clearance of snow.

When it is considered safe, the Police will request Amey to re-open the road. The WSDO will immediately inform Traffic Scotland and the Scottish Ministers of the reopening of the road.

10.1.3 Prolonged Snowfall Strategy

During prolonged periods of snowfall, ploughing will be continuous from the onset of snow to prevent a build-up of snow and compaction by traffic. Ploughing will continue until the Network is clear of snow and ice. Reserve and Additional Winter Constructional Plant will be used, as necessary, to supplement Front Line Winter Constructional Plant in snow conditions. The WSDO will liaise with Scottish Ministers Multi Agency Response Team (MART) throughout this period ensuring the provision of a coordinated response.

When planning and carrying out snow clearance, Amey will pay particular attention to the layout of the carriageway in terms of the overall number of lanes and the location of entrance and exit slip lanes. Snow clearance of slip roads will be co-ordinated with main carriageway clearance, and a clear path kept open between those entry and exit points where frequent lane changes are necessary.

For dual carriageways and wide single carriageway roads, echelon ploughing will be carried out utilising two or more snow plough vehicles moving in the same direction, one behind the other in adjacent lanes.

Irregular windrows caused by ploughing passes, especially those that weave from one lane to another are dangerous, and will be avoided, as they may tempt drivers to overtake by squeezing into the partly cleared lane. Lanes will be completely cleared, such that any windrows of snow remaining form a smooth and continuous line with no sudden encroachments into the cleared path. Clearance of snow from contiguous and remote laybys will be carried out once the main carriageway, junction areas and crossovers have been cleared of snow.

Care will be taken to avoid damage to road surfaces, road studs, roadside furniture, and structures. At road works, traffic management equipment must not be disrupted. An

accumulation of ploughed snow creating a ramp adjacent to safety fences (temporary and permanent) and concrete barriers will be avoided.

Where conventional ploughing or snow ploughing is not possible, for example:

- In exceptional circumstances when the snow on the road is deep and cannot be removed by conventional ploughing or snow blowing
- When de-icing treatment over packed snow is likely to provide an unacceptable surface, or
- When the traffic is insufficient to disperse the snow,

Amey will lift, remove and dispose of snow and ice and/or utilise snow blowers, with the snow being directed onto adjacent land (where Amey has obtained the prior agreement of the landowner and the Scottish Environmental Protection Agency). Such operations will be followed by de-icing treatment.

When snowploughing or snow blowing operations are undertaken care will be taken that snow does not build up across:

- Railway tracks or against gates
- Bridges
- Parapets
- Fences and safety fences (temporary and permanent)
- Walls and other boundaries

Speeds of ploughing vehicles will be regulated, particularly at features such as underbridges where snow could be thrown over the bridge parapet, and adjacent to the central reserve where snow could be pushed into the opposing carriageway. When ploughing snow, other vehicles will not be overtaken unless stationary.

We recognise that additional resources will be required for echelon ploughing in snow conditions. Winter Service operations will accord the highest priority and additional operatives will be rostered to crew additional shifts. Ploughing routes mirror our precautionary treatment routes are shown in Appendix C – Maps and Appendix D, Annex WSP 2 - Precautionary Treatment Routes.

10.1.4 Arrangements for Safe Clearance of Snow and Ice from Wide Single Carriageways

Clearance of snow and ice at wide single carriageway roads will be in accordance with Figure 10/1. Clearance from the centre line to the left will take place until the carriageway has been cleared to the left verge in each direction.

Speeds will be regulated to ensure that when ploughing of wide carriageways at features such as underbridges, snow is not thrown over the bridge parapet onto the road beneath.

10.1.5 Arrangements for Safe Clearance of Snow or Ice Adjacent to Vertical Concrete Barriers and Temporary Vehicle Restraint Systems

Echelon ploughing operations will be coordinated to achieve clearance in one pass of at least all running lanes initially to the hard shoulder and then subsequently to the verge. An accumulation of ploughed snow creating a ramp adjacent to vertical concrete barriers or temporary vehicle restraint systems as a result of ploughing will be avoided by employing a snow blower where necessary.

10.1.6 Treatment Strategy for Footways, Footpaths and Cycle Facilities to be Detailed Including Location of Salt Bins where Applicable

There are currently no salt bins or self-help heap facilities within the Network.

All Footways and footbridges shall be cleared of all snow and ice by 08:00 or within two hours of snow ceasing to fall during the period 06:00 to 18:00 hours.

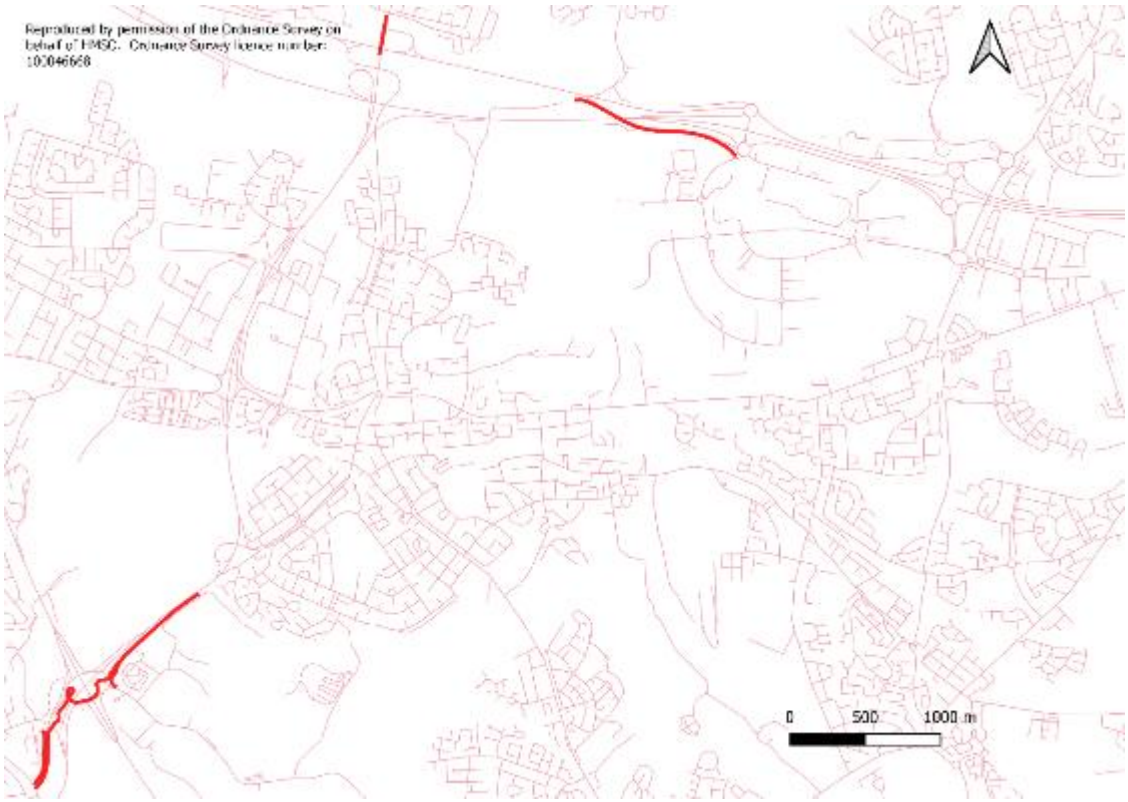
Cycling facilities shall be cleared of all snow and ice by 17:00 hours the following weekday (if the following day is a Saturday or Sunday then the area shall be cleared on the next Monday).

For reactive snow and ice clearance of all categories of footways, footbridges and cycle ways the following spread rates will apply:

- During snow clearance - 20g/m2
- Following clearance of ice and snow - 20g/m2

10.1.7 Plans Showing the Location of the Footways Footbridges and Cycle Facilities.

The location of the non-motorised user facilities are shown below:



11. DE-ICING MATERIALS

11.1 Details

11.1.1 Salt used for de-icing, including that used for the manufacturing of brine used in pre-wetting will be 6.3mm grading particle size and comply with the following:

I. 6.3mm grading particle size to BS 3247:1991 treated with an anti-caking agent,

II. Salt storage areas will be maintained to ensure the following:

- Salt is stored in dry conditions, such that moisture content does not exceed 4%.
- No sheer faces left on stockpiles.
- Salt stockpiles do not become contaminated.
- Salt stockpiles or adjacent operations do not affect the environment.

III. Testing arrangements are as follows:

a. Moisture content at existing salt stocks will be measured at monthly intervals throughout each Winter Period. The results will be recorded on an electronic database which will be available for access at any time by the Scottish Ministers and PAG. Should the moisture content of salt used for de-icing exceed 4%, spread rates will be increased by 100% for spread rates up to and including 20gm/m2.

b. Within 10 days of new salt deliveries being made, salt will be tested in accordance with BS 3247:1991 and BS 812 at a UKAS accredited laboratory and results recorded to ascertain:

a. Moisture content (1 test per 500 tonnes)

b. Particle size distribution (1 test per 500 tonnes)

c. Chloride content (1 test per 1500 tonnes)

d. Soluble sulphate compounds (1 test per 1500 tonnes)

IV. Amey has developed a long-standing agreement with national de-icing material suppliers detailed below:

[redacted]

V. Our salt will be supplied by [redacted]

VI. 2700T will be stored within a designated area off-site in Larkhall for the M8 project. Day to day salt consumption shall be drawn from the Polmadie barn which holds a total of 15,000T, managed by the South-West NMC.

VII. Salt stocks will be replenished such that contractual triggers are adhered to. Furthermore, if M8 stock falls below 90% by 21st December, an order shall be placed to replenish stock to 100%.

Alternative De-Icing Material: Amey will store 10,000 litres of Safecote and 30,000 litres of Ecothaw liquid at Polmadie depot to enable effective reaction to extreme low temperatures, road surface conditions, or significant snowfall.

VIII. Salt for producing brine is stored within the depot.

a. The saturator has an onboard salinity monitor, this is checked at regular intervals, as a minimum this is checked daily, however it is also checked prior to treatments or refilling of gritting vehicles.

b. The concentration is recorded on the treatment form 8

c. The concentration is recorded on our salt monitoring forms within the depot

d. The brine is randomly sampled by the DOS utilising a refractometer to ensure salinity levels measured on the saturator are accurate

11.1.2 Details of de-icing materials stocks are provided in Annex WSP 3 to Appendix D and take account of the minimum stock levels to be maintained as required by the Project.

12. WINTER SERVICE PLANT

12.1 Front Line Winter Service Plant permanently available within the O&M Works Site for the Winter Service

Frontline Winter Constructional Plant will undertake Winter Service Patrols, precautionary treatments and snow and ice clearance to the total width of carriageways including slip roads, hard strips, turning lanes, central reserve crossovers, lay-bys, bus bays and the like.

All frontline plant will be fitted with brine saddle tanks to allow the use of pre-wetted salt.

The Company's front line Winter Service Plant for carriageways is detailed in Annex WSP 5, Table 1 of Appendix D.

Details of our frontline Winter Service Plant for footways footbridges and cycling facilities shall be as referred to in Annex WSP 5, Table 2 of Appendix D.

12.2 Reserve Winter Service Plant

12.2.1 Reserve Winter Service Plant will be used to supplement front line plant during snow conditions and arising from breakdowns of frontline plant.

All reserve carriageway plant will be fitted with brine saddle tanks to allow the use of pre-wetted salt. Details of reserve winter plant are included in Annex WSP 5, Table 3 of Appendix D. The ISU shall be deployed to facilitate the repair of broken-down fleet or plant.

12.3 Additional Winter Service Plant

Details of additional Winter Service Plant available through the wider Amey business, sub-contractors and supply chain are included in Annex WSP5, Table 4 of Appendix D.

Additional Winter Service Plant available through contingency arrangements for the Winter Service for carriageways, footways, footbridges and cycling facilities is included in Annex WSP 5. This includes 24/7 contact details made available to the WSDO.

12.4 Loading Winter Service Plant

12.4.1 Details of all loading Winter Service Plant available within the O&M Works Site are included in Annex WSP 5, Table 5 of Appendix D and includes that available for:

- Front line;
- Reserve; and
- Additional winter service plant.

12.5 Calibration of Winter Service Plant

All calibration and re-calibration shall be independently carried out and certified. Calibration records for all salting vehicles will be held in the Central Office in accordance with our documented Quality Management System.

Calibration checks will be carried out at the final service before the winter maintenance season in September, and in January of each winter maintenance period.

Dynamic calibration will be carried out in accordance with the National Winter Service Research Group Practical Guide for Spreader Management and BS 1622:1989 Test B and C.

Additional calibration and testing will be carried out after repairs to the spreading equipment and at other times when necessary to ensure the accuracy of de-icing material spreading.

All calibration will be undertaken to comply with the requirements of Schedule 4, Part 2 Paragraph 3.18.9 of the DBFO Agreement.

12.6 Vehicle Mounted Cameras

The 74-plate spreaders are fitted with ‘fleet clear’ dash cameras, the footage of which is available to the WSM, WSDO’s and Supervisors, as well as live streams from the Tunk Road Incident Support Service units. These cameras will allow those monitoring winter operations to get footage from the network in real time.

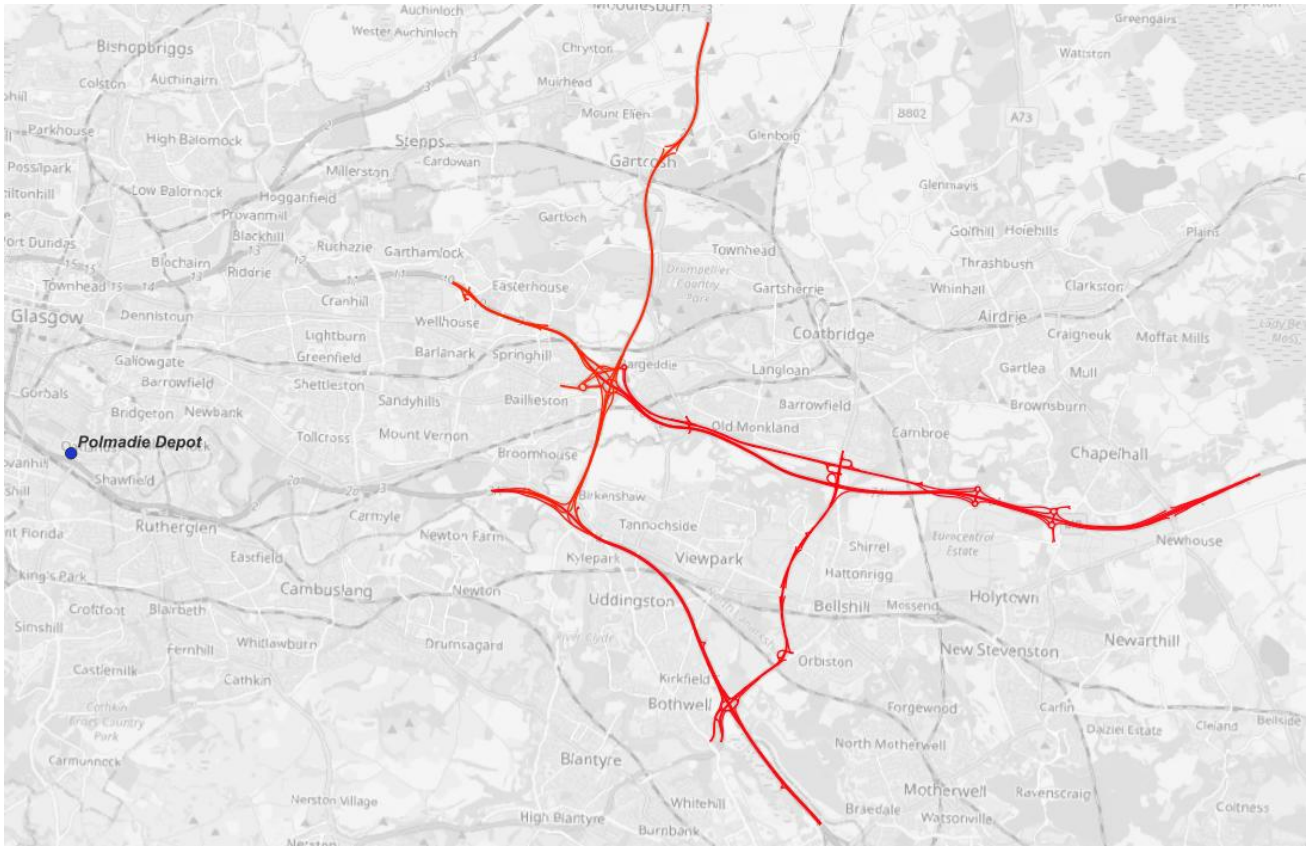
Although there is the option to retrospectively download footage, all staff are minded that owing to GDPR implications, this is not permissible without express permission from the fleet manager.

Such requests shall be subject to approval from the account manager in the first instance.

13. COMPOUNDS, DEPOTS AND FACILITIES

13.1 Details

Details of our office and depot facilities covering the network within the O&M Works Site are provided in Annex WSP 5, Table 6 of Appendix D.



14. MAPS DRAWINGS AND GEOGRAPHICAL INFORMATION

14.1 Maps

14.1.1 The Appendix C of this Winter Service Plan includes maps showing:

1. Precautionary treatment routes for carriageways, including on/off slips and depots
2. Precautionary treatment routes for footways footbridges and cycling facilities
3. Reactive treatment routes for footways, footbridges and cycling facilities
4. Winter Service Patrol routes
5. Ploughing routes for carriageways, including on/off slips and depots
6. Road sensors including sensor types and where these sites are equipped with weather cameras
7. Salt bins
8. Vertical concrete barriers
9. Other facilities
10. Where route-based forecasting is not used, climatic domains and the sensor used to generate domain forecasts.

15. COMPILING AND MAINTAINING RECORDS

Records of decisions, amendments to decisions, actions taken, and patrol communications will all be entered in an electronic log by the Winter Service Duty Officer. The Winter Service Duty Officer shall ensure that all winter service records (electronic and paper copies) are referenced, filed securely, and maintained.

The spreader vehicle data-logger reports will be reviewed for completeness of data and effectiveness of applied treatment. A daily report on the previous 24 hours' winter service operations will be prepared by the Winter Service Duty Officer and submitted to the Winter Service Manager, highlighting any aspects where action may be required.

The following typical records will be held electronically:

- Decisions taken when and by whom
- Planned and actual treatment records
- Planned and actual response times achieved
- Planned and actual commencement times
- Planned and actual route treatment times
- Planned and actual spread rates
- Winter Service Plant down time and software faults
- Winter Service Plant deployment records (including GPS records) and driver operator logs
- Logs of telephone, e-mail and Airwave calls
- Loading point de-icing stocks and replenishment orders
- Ice prediction system records
- Weather forecasts and actual weather experienced
- Complaints from members of public and other road users
- Accidents resulting from winter conditions
- Road closures due to winter conditions
- Weights (and volumes as appropriate) of de-icing materials spread for each route; and
- A log of hours for each operative spent on "call-out" or "standby" shall be kept in accordance with the procedures in the Quality Plan.

Amey will maintain accurate salt stock monitoring records and will submit monthly salt stock reports to the Scottish Ministers on the first working day of each month during the Winter Service Period – and at such other times and frequencies as requested.

Each day during the Winter Service Period the WSDO will produce planned and actual reports for each precautionary treatment route; these will be held electronically and will typically include;-

- Summary forecast and actual weather data (Form 1 & Vaisala Navigator)
- Planned and actual spread rates (Form 1, Form 6, Vaisala Manager)
- Planned and actual commencement times (Form 1, Form 6, Vaisala Manager)
- Completion times for each route (Form 6, Vaisala Manager)

- Amount of de-icing material spread for each route and the cumulative amount spread during the current Winter Service Period (Form 11, Vaisala Manager)
- Snow plough usage (Form 11, data logger report)
- Number of treatment days (capability) of de-icing material available from stock based on six treatments per route per day at 20 grams per sq. m (Form 11, CMS Salt Report)
- The weather forecast accuracy (Vaisala Navigator)
- Spreading vehicle's data logging and reporting system output (Data logger reports)
- Any other relevant information (Form 11)

Prior to 31 May each year the Winter Service Manager will submit a Winter Service report to the Scottish Ministers prepared for the immediately preceding Winter Service period ending 15th May. This report will review the previous Winter Service Operations and shall help inform the requirements for the subsequent Winter Service Plan.

16. SALT BINS

There are no salt bins on the Network.

17. SALT MEASUREMENT APPARATUS

The axle weighing facility located in Polmadie depot will be utilised to weigh spreaders before and after deployment.

18. TRANSPORT SCOTLAND TRUNK ROAD NETWORK SNOW PLANS

Transport Scotland have developed distinct snow plans to cover sensitive parts of the trunk road network susceptible to adverse road conditions caused due to accumulations of snow.

Amey, on behalf of Scottish Roads Partnership, are involved in the mobilisation and demobilisation of these plans when an instruction from Transport Scotland Roads Directorate has been issued.

Activation and resource requirements are detailed on the Transport Scotland website at this location:

https://www.transport.gov.scot/our-approach/keep-scotland-moving/winter-service/

Route map and route cards for the routes operated by Amey in relation to these plans are detailed in appendix F.

Whilst either, or both plans are in operation, the routes not affected by the activation shall continue to follow the decision matrix as detailed in appendix B.

There are 2 specific areas which may require our involvement:

- M8 from Junction 6 to Junction 4a.
    - Route 1 and Route 4
- M80 from M73 Junction 3 to M80 Junction 5
    - Route 2

19. ASSOCIATED DOCUMENTS

- Well Managed Highways Infrastructure - a Code of Practice
- TI-M8DBFO-OPS-PL-07 – Disruption Risk Management Plan
- TI-M8DBFO-OPS-PL-11 – Severe Weather Plan
- TI-M8DBFO-OPS-PL-18 – O and M Manual
- Scottish Office Code of Practice - Winter Maintenance for Trunk Roads: 1993
- BS3247 - Specification for salt for spreading on highways for winter maintenance
- BS812 - Testing Aggregates
- NWSRG Practical Guides for Winter Service
- Transport Scotland's Manual for the Management of the Risk of Unplanned Network Disruption

20. DOCUMENTS & RECORDS

Reference	Description	Responsible Officer	Electronic (E), Hard Copy (H)	Retention Period: Years (Y) Months (M)
N/A*	Communications Log	Winter Service Duty Officer	E – Vaisala Manager	Cont + 2Y
N/A*	Trunk Road Blockages	Winter Service Duty Officer	E	Cont + 2Y
N/A*	Accidents Resulting from Weather Conditions	Winter Service Duty Officer	E	Cont + 2Y
N/A*	Complaints Record Sheet	Winter Service Duty Officer	E	Cont + 2Y
TI-M8DBFO-OPS-FO-29 Form 6	Response Times Achieved	Duty Supervisor	E	Cont + 2Y
N/A*	Construction Plant and Equipment Downtime	Duty Supervisor	E	Cont + 2Y
TI-M8DBFO-OPS-FO-27 Form 8	Operators Record Log	Duty Supervisor	E	Cont +2Y
TI-M8DBFO-OPS-FO-30 Form 9	Winter Service Patrol Report Record	Duty Supervisor	E	Cont +2Y
TI-M8DBFO-OPS-FO-26 Form 10	Salting Route Dry Run Record Sheet	Duty Supervisor	E	Cont+2Y
TI-M8DBFO-OPS-PL-06 Form 11	Transport Scotland Weekly Report	Winter Service Manager	E	Cont+2Y
TI-M8DBFO-OPS-FO-08 Form 12	Monthly Salt Monitoring Report	Winter Service Manager	E	Cont+2Y

* These records shall be contained within SharePoint

APPENDIX A: Forms

Form 1 - Daily Action Plan

Polmadie Depot - Action Plans

Route	Action	Cause	Start Time
FP			
Patrol A1 - M8, A725			
Patrol A2 - M73, M74			
Patrol B1 - A8, A7071			
Route 1 – M8			
Route 2 – M73			
Route 3 – M74			
Route 4 – A8			
Route 5 – A725			

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This message was sent by kristoffer thorbjornsen / Amey M8 DBFO via Vaisala RoadDSS Manager system.

Form 2 - Communications Log

VAISALA

Diary Report

Date From → Date To

Time	User	logged at	Message

Form 6 - Response Times Achieved

Form 6 Response Times Achieved										
Date:				Forecast Period:		From ..... Until				
Salting Route	Time Called Out	Time treatment started	Response Time	Time Treatment Started	Time Treatment Completed	Treatment Time	Total Tonnage Used	Salt Tonnage Used (70%)	Brine Amount used (30%)	Comments
1 - M8								0.000	0	
2 - M73								0.000	0	
3 - M74								0.000	0	
4 - A8								0.000	0	
5 - A725								0.000	0	
FP									0	
A1								0.000	0	
A2								0.000	0	
B1								0.000	0	
Total Treatment Routes Called Out -										
Total Treatment Routes completed -										
Duty Supervisors Signature:										

Form 8 - Operators Record Log

Form 8 - Operator Record Log							
Depot:	Polmadie		Route Number:		...		
Date	...		Scheduled Treatment Time		...		
Treatment	...		Callout or precautionary		...		
Vehicle Registration:	...		Drivers Name:		...		
Plough Fitted	...		Ploughing?		...		
Snow Route Instructed	...		Ecothaw Used		...		
Time of call out:	...	Time in Depot:	...	Time Out of Depot:	...		
Start of Route							
Time at Start of Route	...	Treatment Commencement Time		...			
Temperature	...	Weather Conditions	...	Road Conditions	...		
Salting Delays							
Time Treatment Stopped	...	Time Treatment Re-commenced	...	Time Treatment Stopped	...	Time Treatment Re-commenced	...
Location:	...			Location:	...		
Reason for Stopping, eg. Rain, Breakdown, etc	...			Reason for Stopping, eg. Rain, Breakdown, etc	...		
End of Route							
Time Treatment Complete	...	Time Back in Depot		...			
Temperature	...	Problems on route	...				

Route information				
Start Kilometre	End Kilometre	Total Driven	Total Tonnage Used	Ecothaw Total Used
...	...	...	...	...
Weight Out	Weight In	Brine Concentration	...	
...	...	Comments		
Salt Used	...	...		
Brine Used	...			
Pot.Ace Used	...			

Operator Confirmation of form accuracy		...	
Signed Supervisor:	...	Date:	...

Form 9 - Winter Patrol Form

See appendix 4, Annex WSP 1 - Table 3

Form 10 - Salting Route Dry Run Record sheet

Form 10 - Salting Route Dry Run Record Sheet			
Date:	....	Depot:	Polmadie
Gritter Type:	....	Gritter Reg.:	....
Driver: (Print Name)	....		
Vehicle / Gritter Check			
Defects found on Vehicle / Gritter:	....		
Snow Plough Blade Fitting			
Snow Plough Blade Type:	....	Snow Plough Blade Serial No.:	....
Start Time of Fitting:	....	Finish Time of Fitting:	....
Duration of Fitting:	....		
Problems in fitting snow plough:	....		
Defects found on snow plough:	....		
Completing The Route			
Route No.	....		
Time out of Depot	....	Start Route Time	....
Route Finish Time	....	Back to Depot Time	....
Route Treatment Time:	....	Planned Length:	....
Planned Time:	....	Actual Length:	....
Difference:	....	Difference:	....
Problems found on Route:	....		

Operator Confirmation of Completing Dry Run	....	Date	....
Supervisor Approval:	....	Date	....

Form 11 - Weekly Report

Format Specified by Transport Scotland

Form 12 - Monthly Salt Report

Salt Stock Monthly Monitoring Report

Contract - M8/M73/M74 Motorway Improvements DBFO	Reporting Month:
Salt used on the M8 DBFO project roads during reporting period:	
Actual salt stocks held at the end of the reporting period:	
Salt orders placed and deliveries received during reporting period:	
Salt orders expected during next reporting period (include imports, dates, deliveries expected and tonnage expected:	
Forecast usage during next reporting period:	
Any other items to report (such as reduced treatment networks, any notable arrangements with local authorities, etc.)	

APPENDIX B: WEATHER FORECAST AND ROAD CONDITION STATUS, REQUIREMENTS FOR DE-ICING MATERIAL SPREAD RATES

Table 1 - Decision Making Process for Winter Service

<table>
<tr><th colspan="4">Decision Matrix</th></tr>
<tr><td></td><td colspan="3">Predicted Road Conditions</td></tr>
<tr><td>Road Surface Temperature</td><td>Wet</td><td>Wet Patches</td><td>Dry</td></tr>
<tr><td>May fall below 1°C</td><td rowspan="2">Salt before frost</td><td>Salt before frost (See note A)</td><td>No action likely, monitor weather (See note A)</td></tr>
<tr><td rowspan="4">Expected to fall below 1°C</td><td colspan="2">Salt before frost (see note B)</td></tr>
<tr><td colspan="3">Salt after rain stops</td></tr>
<tr><td colspan="3">Salt before frost and after rain stops (see note C)</td></tr>
<tr><td colspan="2">Salt before frost</td><td>Monitor weather conditions</td></tr>
<tr><td>Expected snow</td><td colspan="3">Salt before snow</td></tr>
<tr><td rowspan="3">Freezing Rain</td><td colspan="3">Salt before rainfall (see note C)</td></tr>
<tr><td colspan="3">Salt during rainfall (see note C)</td></tr>
<tr><td colspan="3">Salt after rainfall (see note C)</td></tr>
<tr><td colspan="4">The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt or surface moisture.</td></tr>
</table>

A. Particular attention should be given to any possibility of water running across carriageways and such locations should be monitored and treated as required.
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.
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.

Table 2: Treatment 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*

Table 3.1 - Precautionary Treatment Potassium Acetate Spreading Rates

CONDITIONS FORECAST	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 -5°C	a minimum of 0.0312 which should be increased with manufacturer's recommendations
Snow	
Freezing conditions after rain	

Table 3.2 - Precautionary Treatment Safetcote Spreading Rates

CONDITIONS FORECAST	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 -5°C	a minimum of 0.0312 which should be increased with manufacturer's recommendations
Snow	
Freezing conditions after rain	

Other alternative de-icing agent spreading rates in accordance with manufacturers recommendations

Table 3.3 - Precautionary Treatment Brine Spreading Rates

CONDITIONS FORECAST	SPREAD RATE (litres/square metre)
Road surface temperature lower than or equal to plus 1°C but higher than minus 2°C	0.0312
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 -5°C	0.0312

Table 4: Snow or Ice Clearance Salt Spreading Rates

Clearance Matrix			
Minimum Salt Spread rates for Snow or Ice Clearance			
	Treatment		
Road Surface Condition	Spreading (grammes/square metre)	Ploughing	Blowing
	Salt		
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

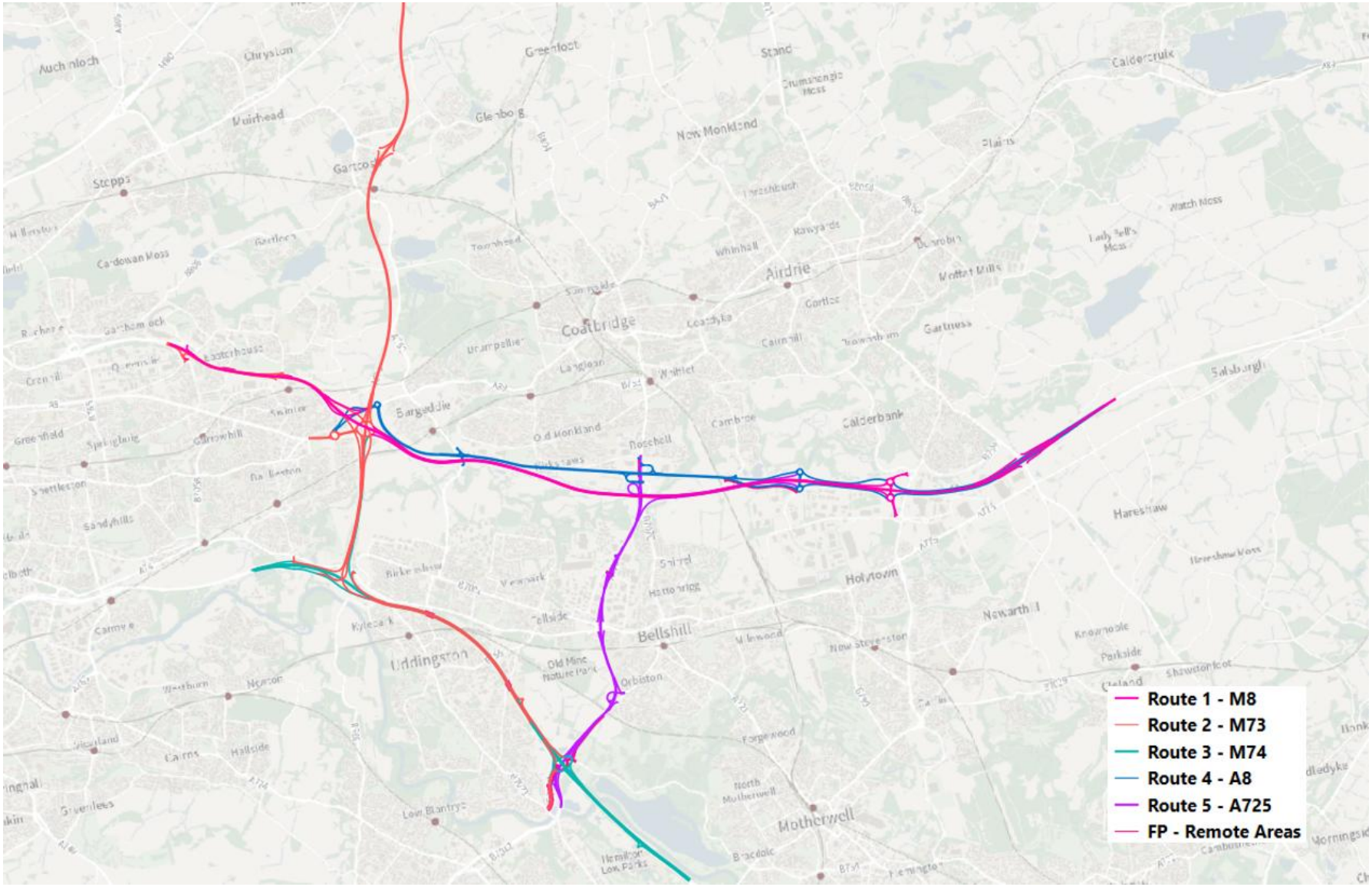
Table 5 - Snow Clearance

Condition Criteria	Category A Patrol Routes		Non Category A Patrol Routes	
	Dual carriageways and Motorways		Dual carriageways	Wide Single 2+1 (WS2+1) & Single carriageways
	Number of Existing Lanes		Number of Existing Lanes	
	2	3 or more	2	1 or 2 (WS2+1)
	Minimum number of lanes in each direction free from ice and snow as far as is reasonably practical		Minimum number of lanes in each direction free from ice and snow as far as is reasonably practical	
Snow at any time	1	2	1	1
Following clearance of minimum lanes of the cessation of snow fall all lanes are to be clear of snow	6 hours	6 hours	12 hours	12 hours

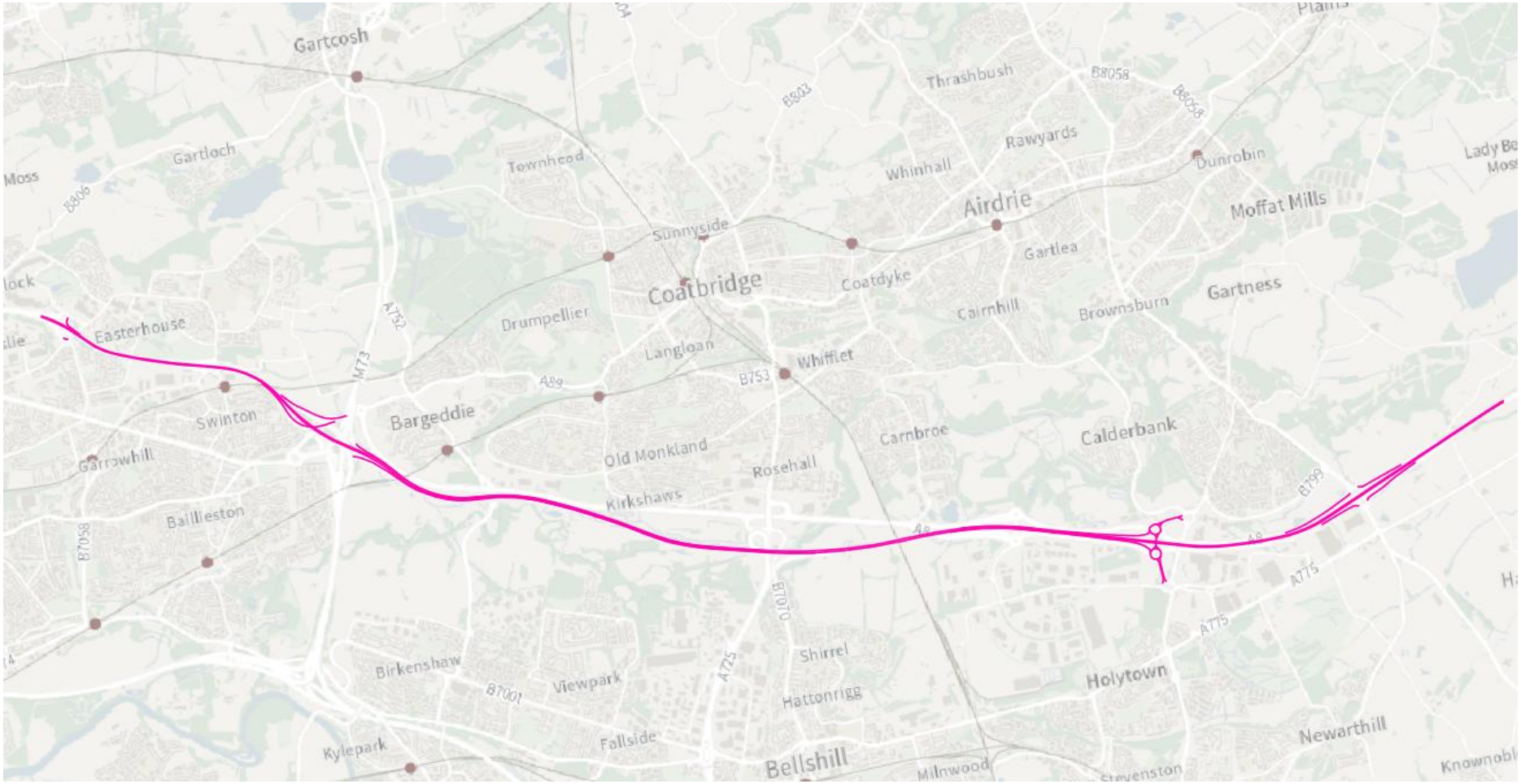
APPENDIX C: MAPS

Precautionary treatment routes for carriageway, including on/off slips and depots

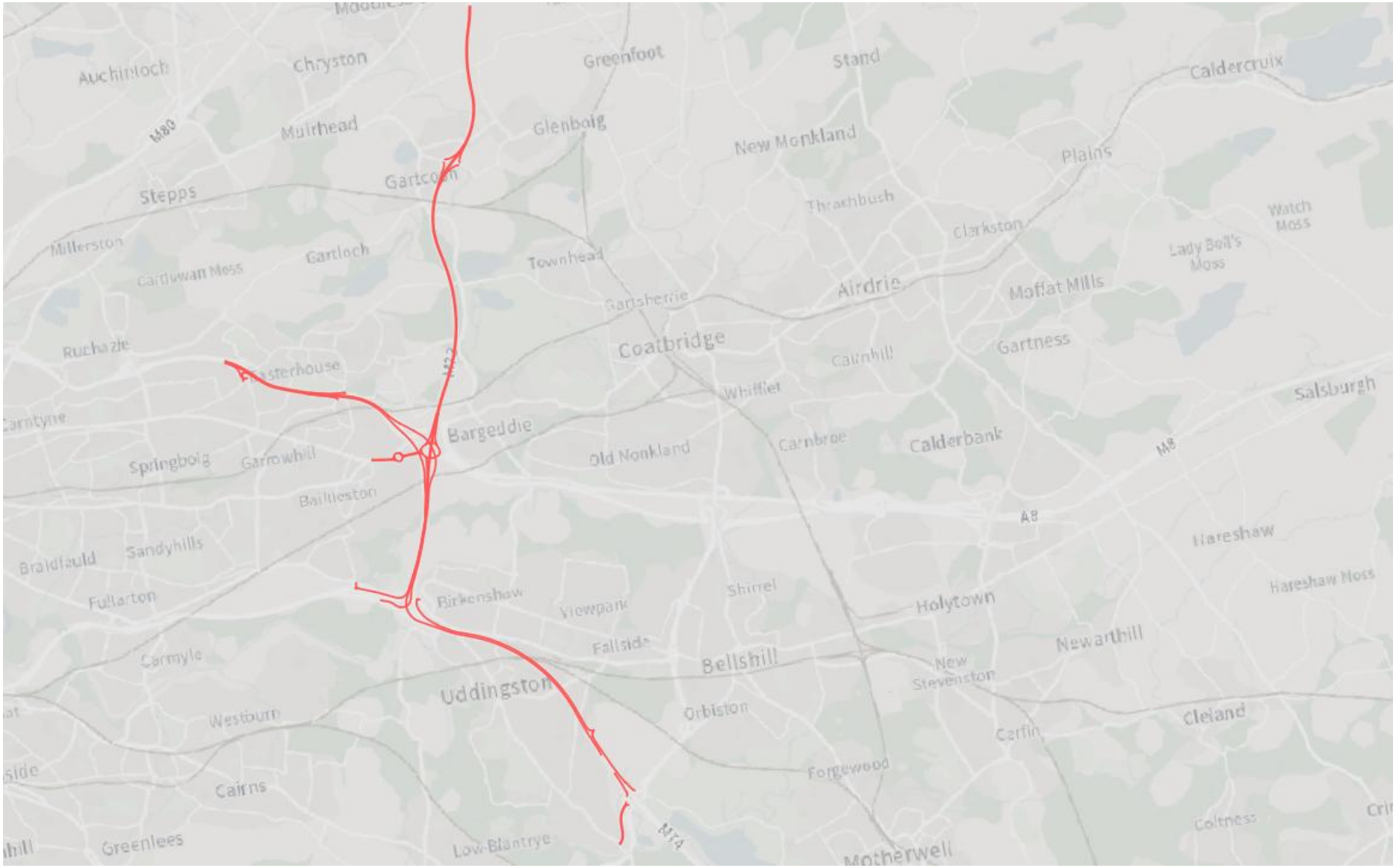
All Precautionary Treatment Routes



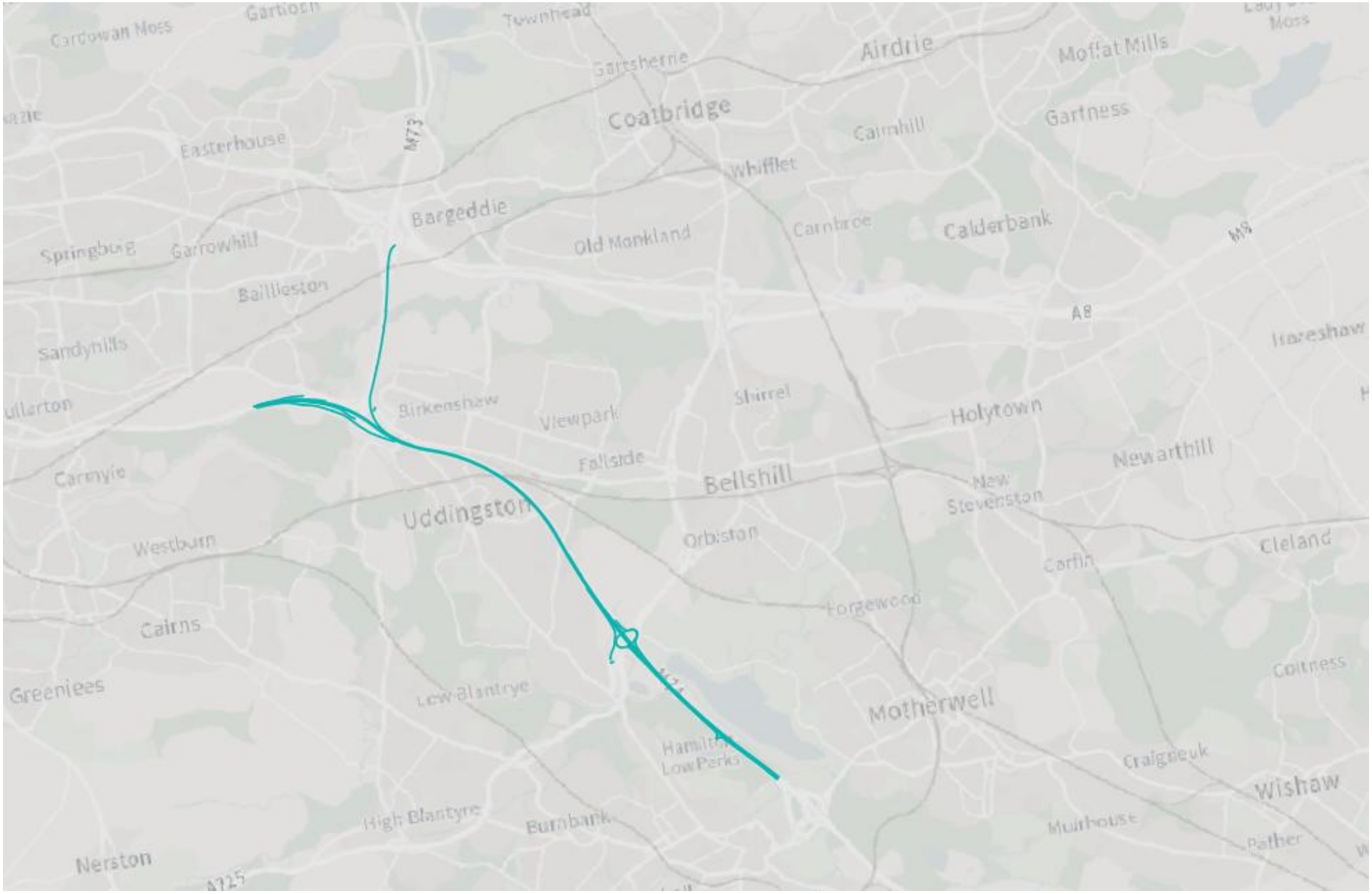
Route 1


Gartcosh
Gartloch
Moss
Townhead
Thrashbush
Rawyards
Whinhall
Airdrie
Dunrobin
Moffat Mills
Sunnyside
Coatbridge
Coatdyke
Gartlea
Cairnhill
Brownsburn
Gartness
Drumpellier
Langloan
Whifflet
Easterhouse
Swinton
Bargeddie
Garrowhill
Old Monkland
Kirkshaws
Rosehall
Carnbroe
Calderbank
Baillieston
Birkenshaw
Viewpark
Shirrel
Hattonrigg
Holytown
Kylepark
Fallside
Bellshill
Milnwood
Newarthill
M73
A752
A89
B753
B8058
B7070
B7058
B7061
A725
A775
B799

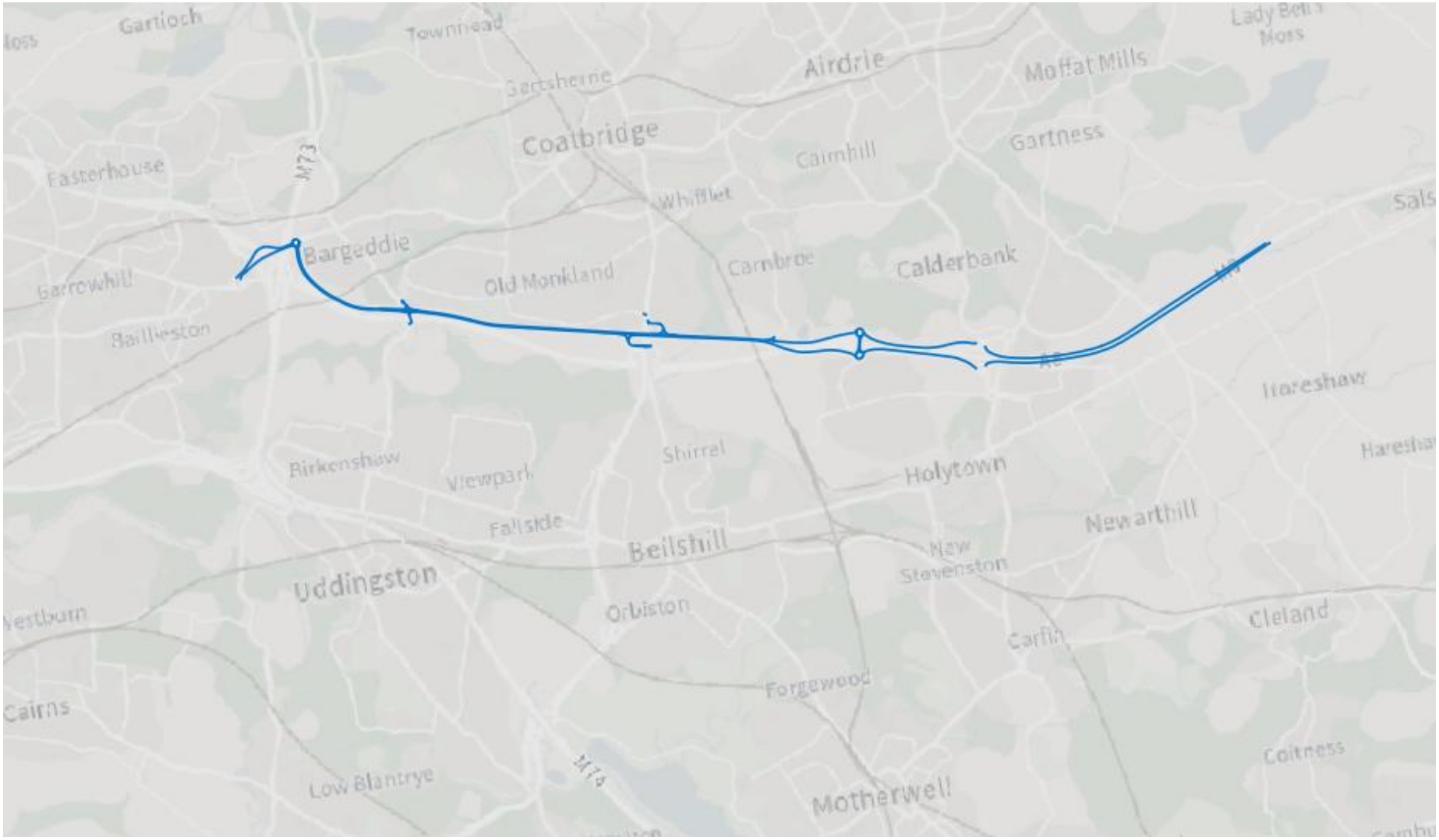
Route 2


Auchinloch
Chryston
Greenfoot
Stand
Caldercruix
M80
Muirhead
Glenboig
New Monkland
Plains
Stepps
Gartcosh
Thrashbush
Clarkston
Watch Moss
Millerston
Cardowan Moss
Gartloch
Townhead
Lady Bell's Moss
Gartsherrie
Airdrie
Moffat Mills
Ruchazie
Coatbridge
Calmhill
Gartness
Easterhouse
M73
Whifflet
Salsburgh
Carntyne
Bargeddie
Springboig
Garrowhill
Old Monkland
Carnbroe
Calderbank
M8
Baillieston
A8
Hareshaw
Braidfauld
Sandyhills
Fullarton
Birkenshaw
Viewpark
Shirrel
Holytown
Hareshaw Moss
Carmyle
Fallside
Bellshill
Newarthill
New Stevenston
Uddingston
Westburn
Orbiston
Cleland
Carfin
Forgewood
Cairns
Greenlees
Law
Blantyre
M74
Motherwell
Coltness

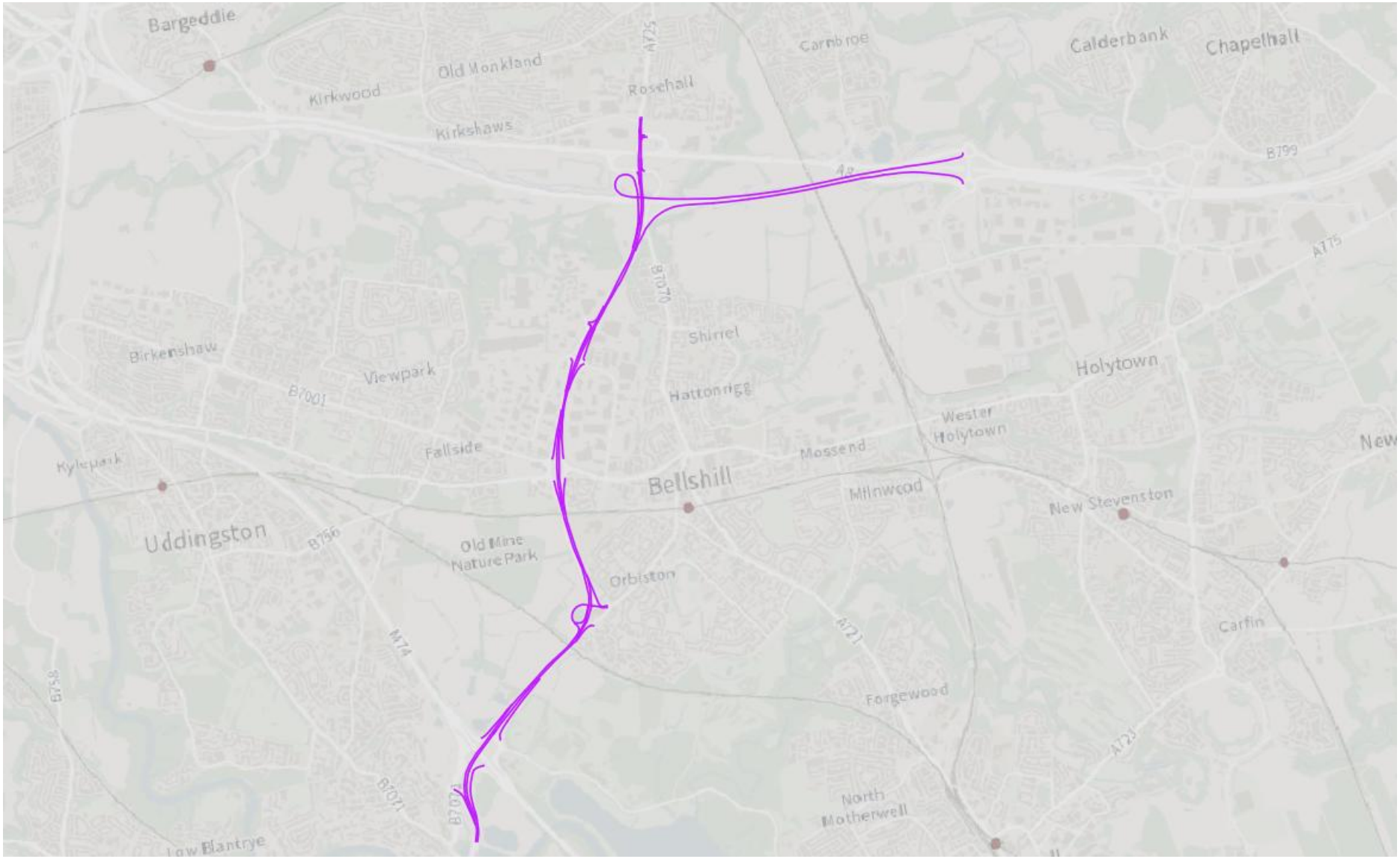
Route 3


Cardowan Moss
Garrion
Townhead
Gartsherrie
Airdrie
Moffat Mills
Coatbridge
Cairnhill
Gartness
Easterhouse
M73
Whifflet
Bargeddie
Springburg
Garrowhill
Old Monkland
Carnbroe
Calderbank
M8
Baillieston
A8
Sandyhills
Hareshaw
Birkenshaw
Viewpark
Shirrel
Holytown
Carmyle
Fallside
Bellshill
Newarthill
New Stevenston
Uddingston
Westburn
Orbiston
Cleland
Carfin
Forgewood
Cairns
Greenlees
Low Blantyre
Motherwell
Coltness
Craigneuk
Wishaw
High Blantyre
Burnbank
Muirhouse
Nerston
A725

Route 4

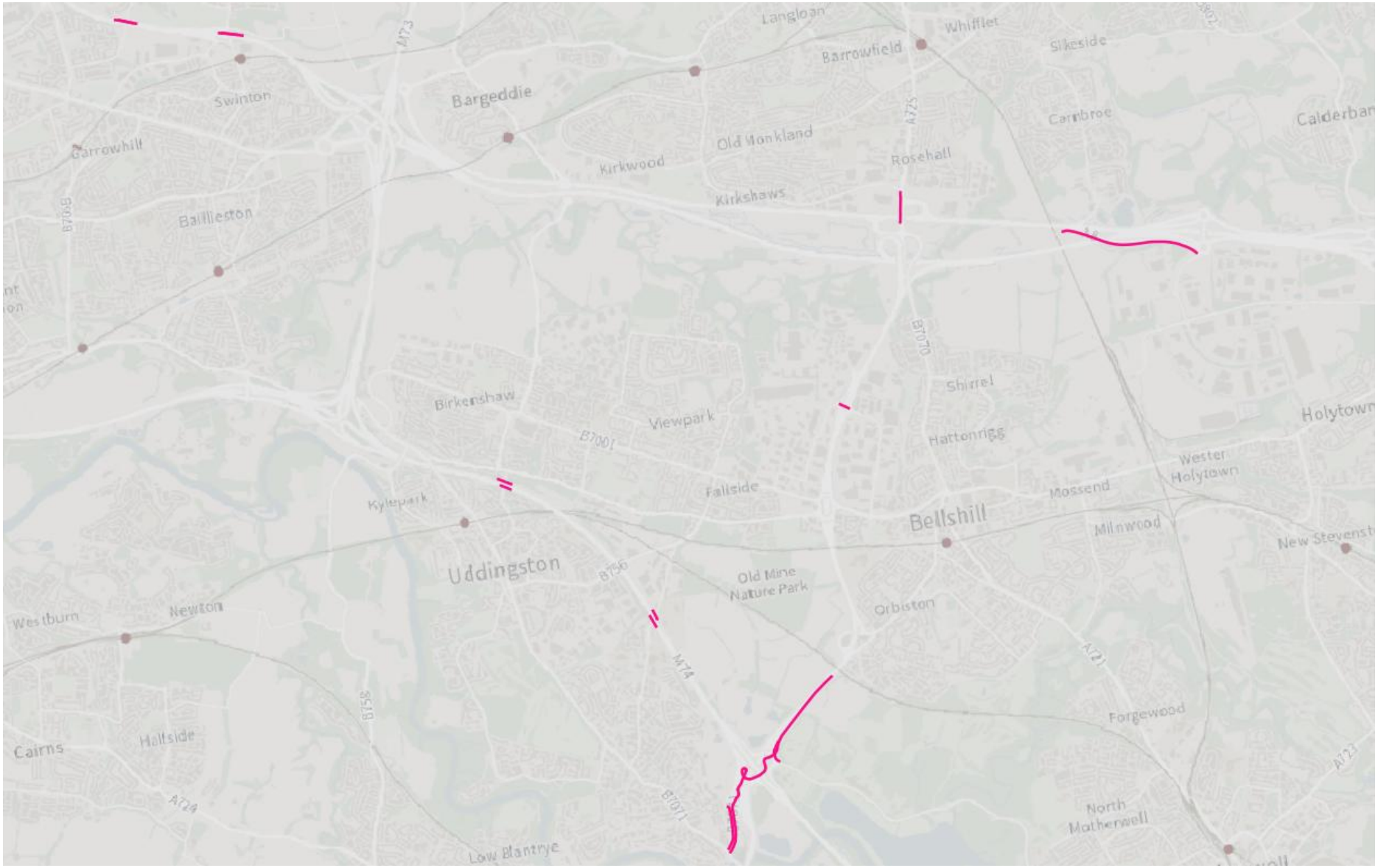

Gartloch
Townhead
Airdrie
Moffat Mills
Coatbridge
Cairnhill
Gartness
Easterhouse
M73
Whifflet
Bargeddie
Old Monkland
Carnbroe
Calderbank
Garrowhill
Baillieston
Sals
Horeshaw
Birkenshaw
Viewpark
Shirrel
Holytown
Fallside
Beilstill
Newarthill
New Stevenston
Uddingston
Orbiston
Cleland
Carfin
Forgewood
Cairns
Low Blantyre
M74
Motherwell
Coltness

Route 5


Bargeddie
Kirkwood
Old Monkland
Kirkshaws
Rosehall
A725
Carnbroe
Calderbank
Chapelhall
B799
A775
B7070
Shirrel
Hattonrigg
Birkenshaw
Viewpark
B7001
Fallside
Kylepark
Uddingston
B756
Old Mine Nature Park
Bellshill
Mossend
Wester Holytown
Holytown
Milnwood
New Stevenston
Orbiston
M74
A721
Carfin
Forgewood
B758
B7071
Low Blantyre
North Motherwell
A723

Precautionary treatment routes for footways, footbridges and cycling facilities

Route FP

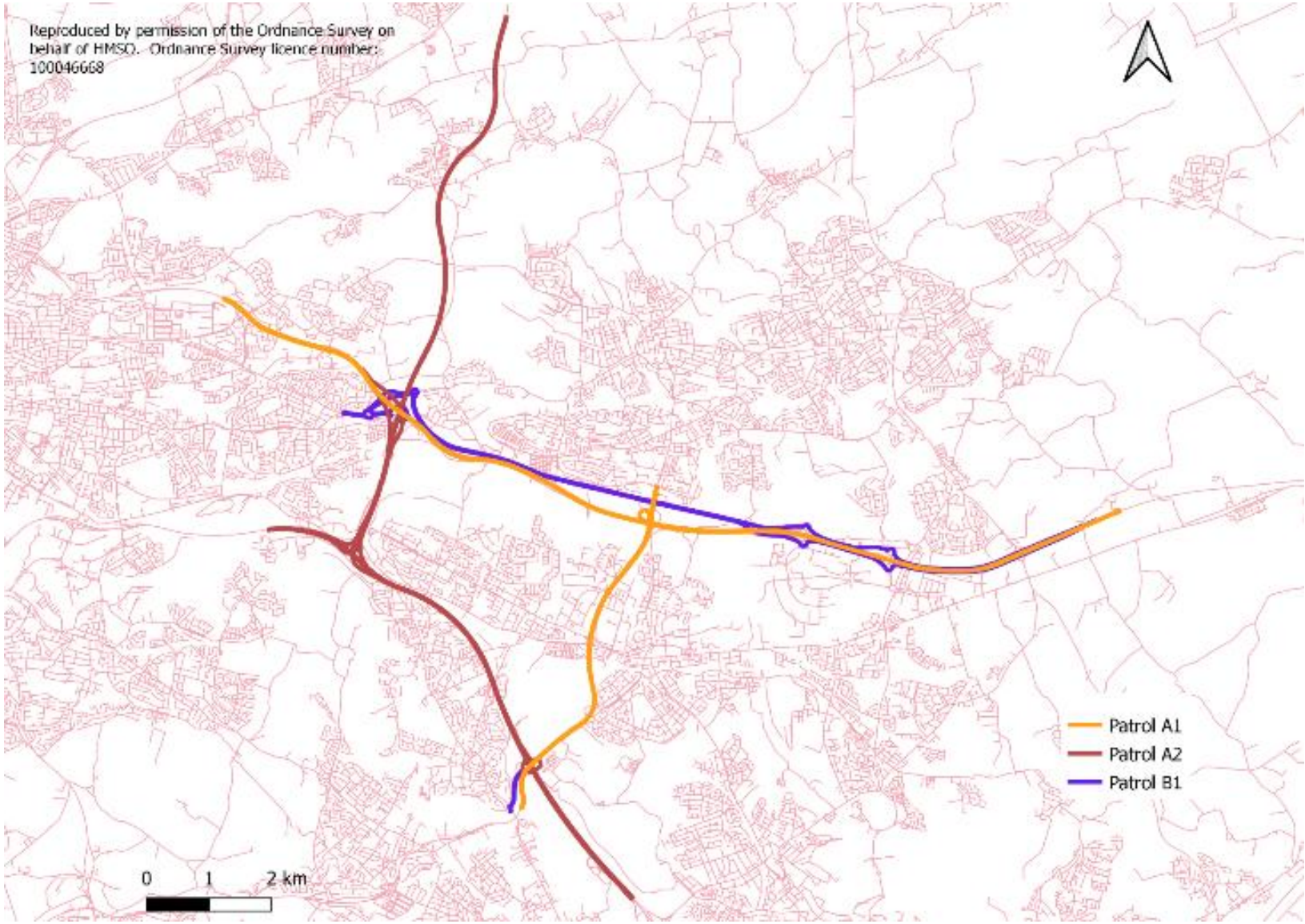


Reactive treatment routes for footways, footbridges and cycling facilities

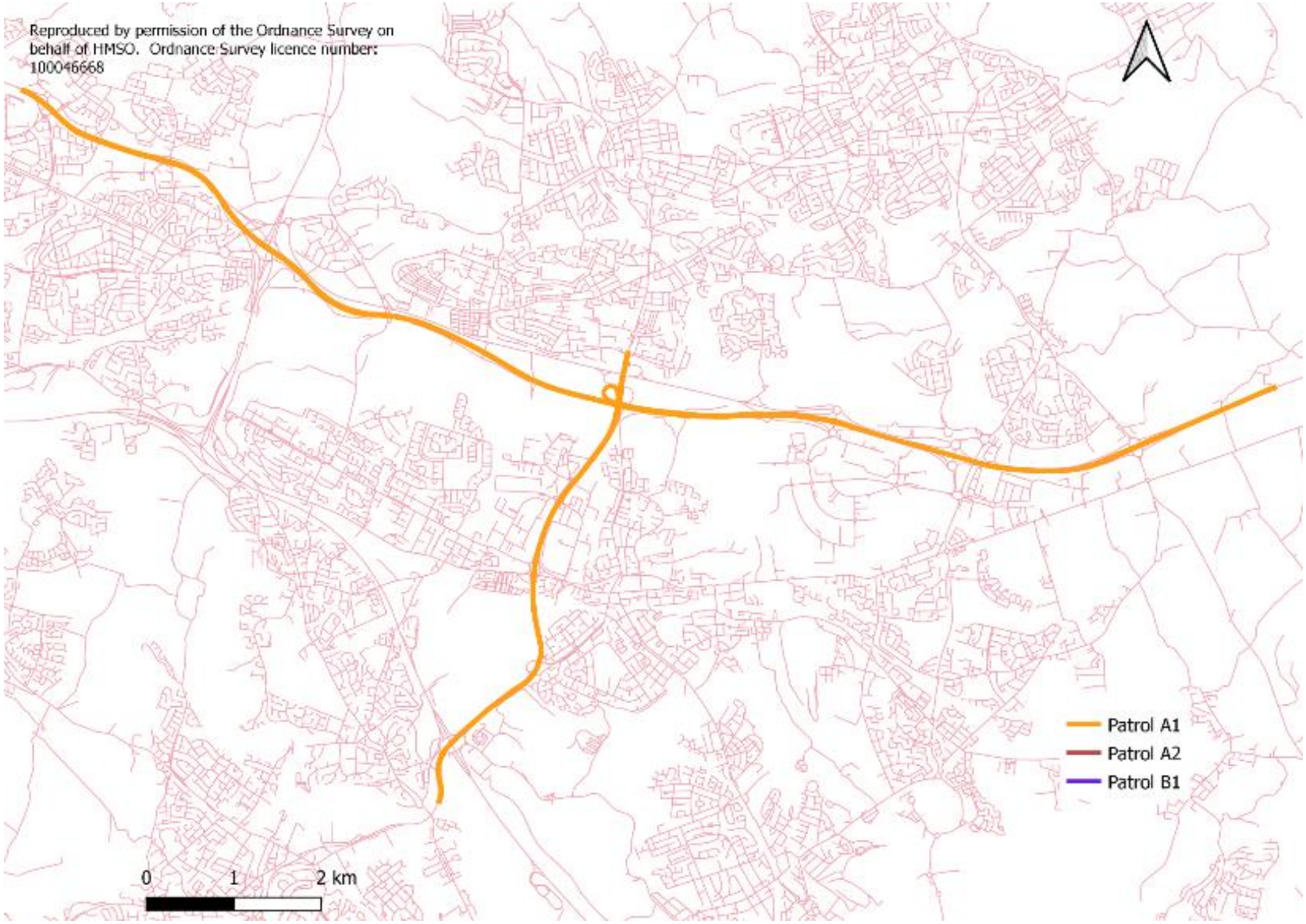
Reactive treatment routes for footways, footbridges and cycling facilities are as per (2) Precautionary treatment routes for footways, footbridges and cycling facilities.

Winter Service Patrol Routes

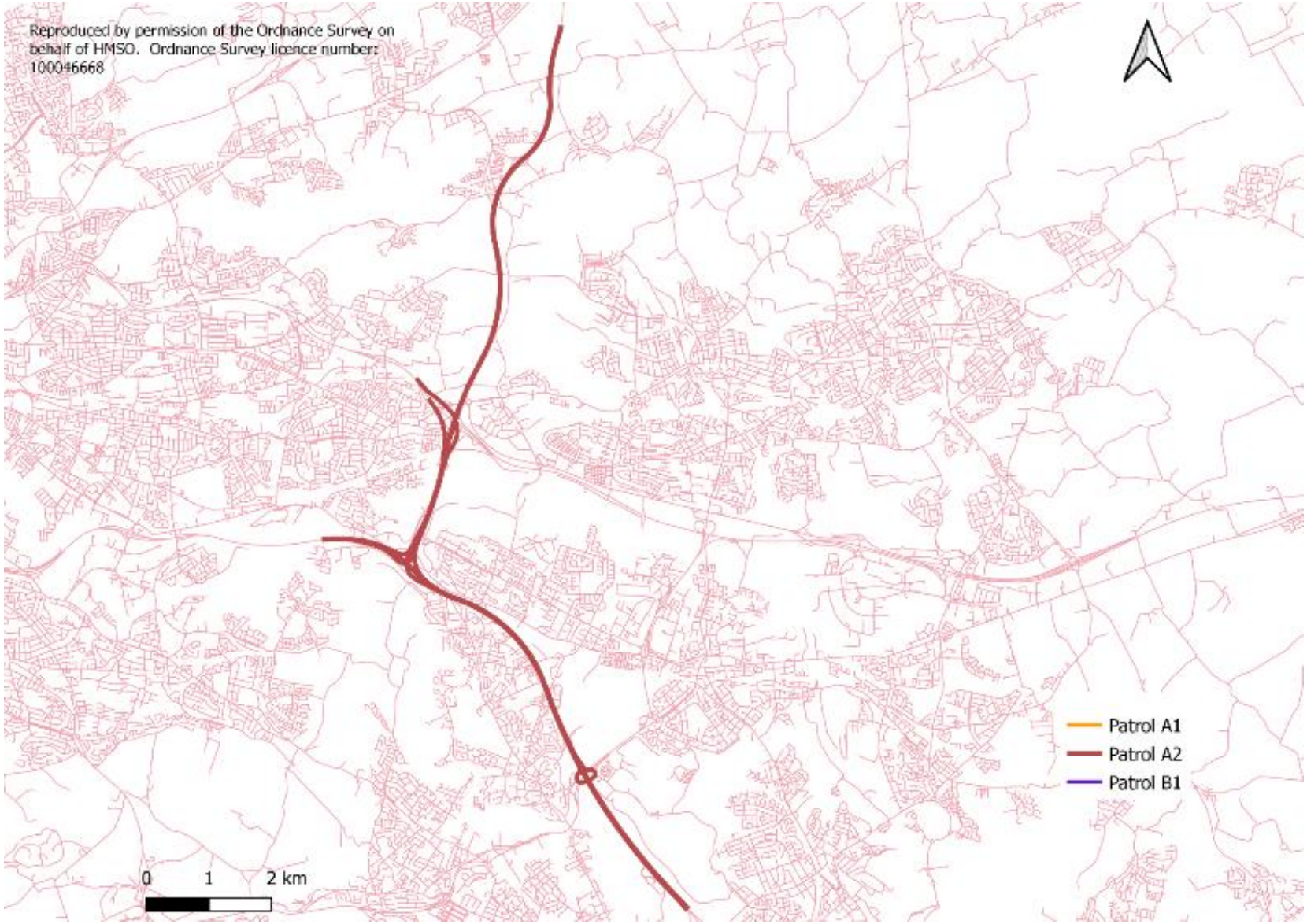
All Patrol Routes



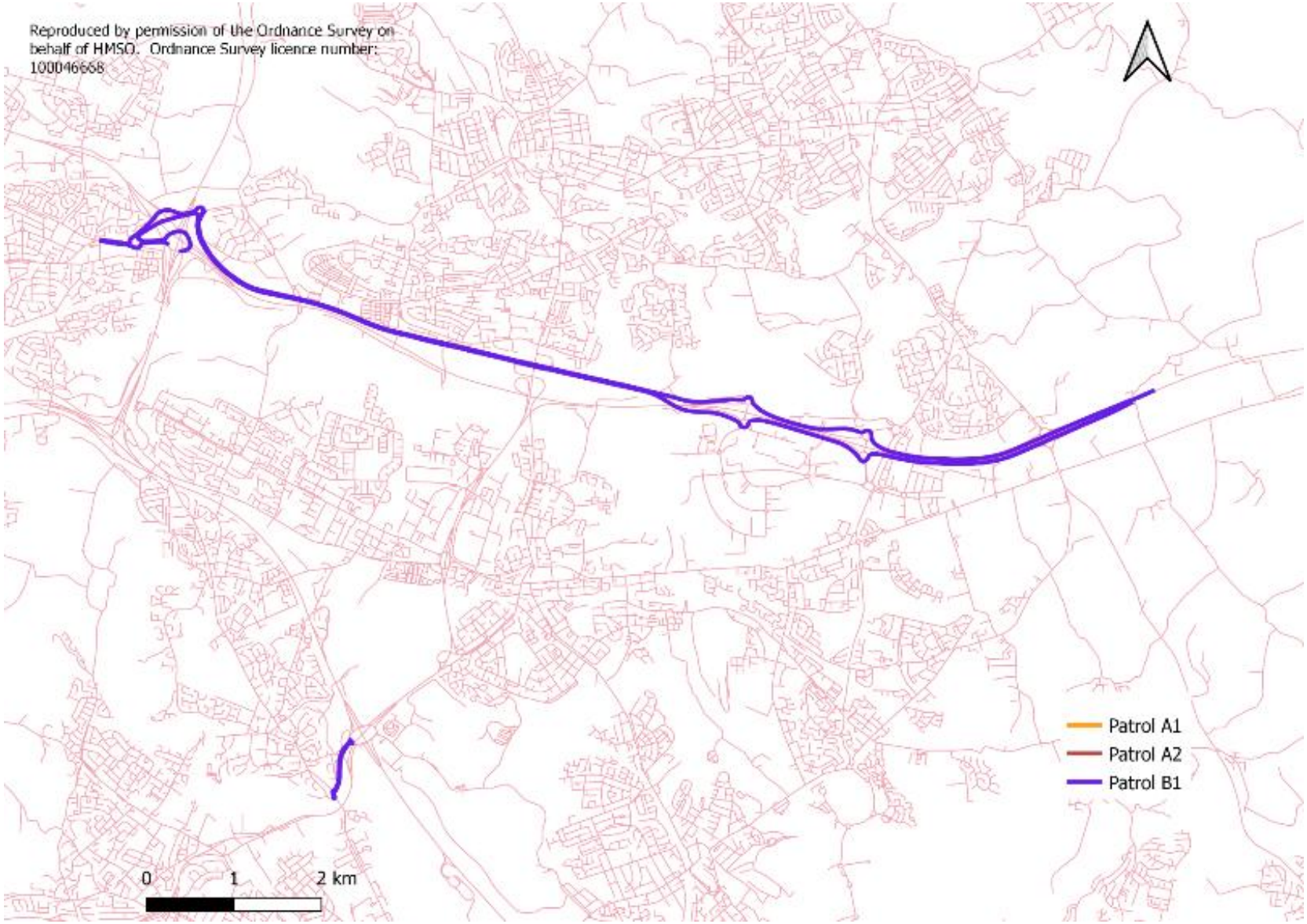
Patrol A1


Reproduced by permission of the Ordnance Survey on behalf of HMSO. Ordnance Survey licence number: 100046668
Patrol A1
Patrol A2
Patrol B1
0
1
2 km

Patrol A2


Reproduced by permission of the Ordnance Survey on behalf of HMSO. Ordnance Survey licence number: 100046668
Patrol A1
Patrol A2
Patrol B1
0
1
2 km

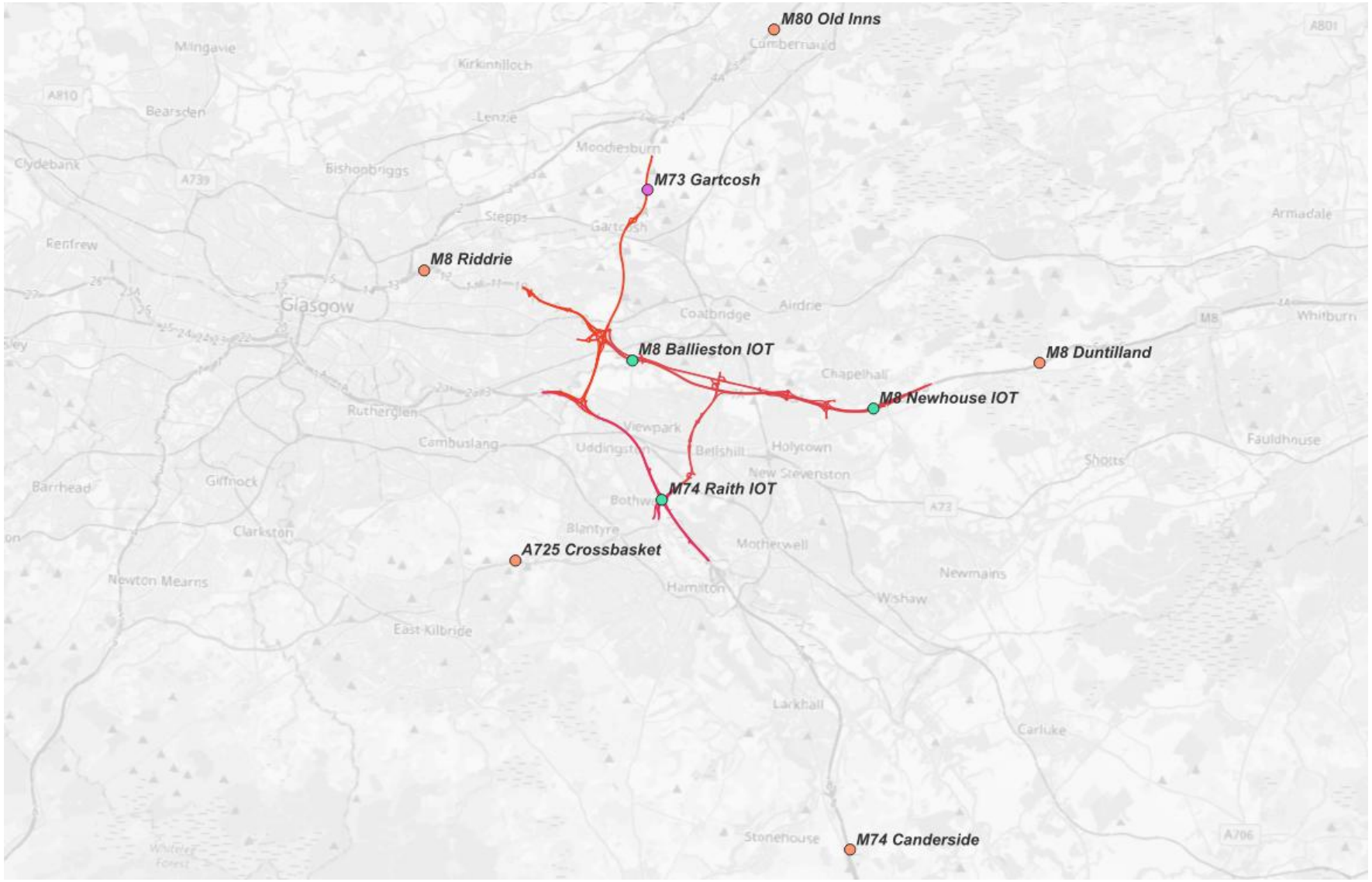
Patrol B1


Reproduced by permission of the Ordnance Survey on behalf of HMSO. Ordnance Survey licence number: 100046668
Patrol A1
Patrol A2
Patrol B1
0
1
2 km

Ploughing routes for carriageways, including on/off slips and depots

Ploughing routes for carriageways, including on/off slips and depots are as per (1) - Precautionary routes for carriageways, including on/off slips and depots.

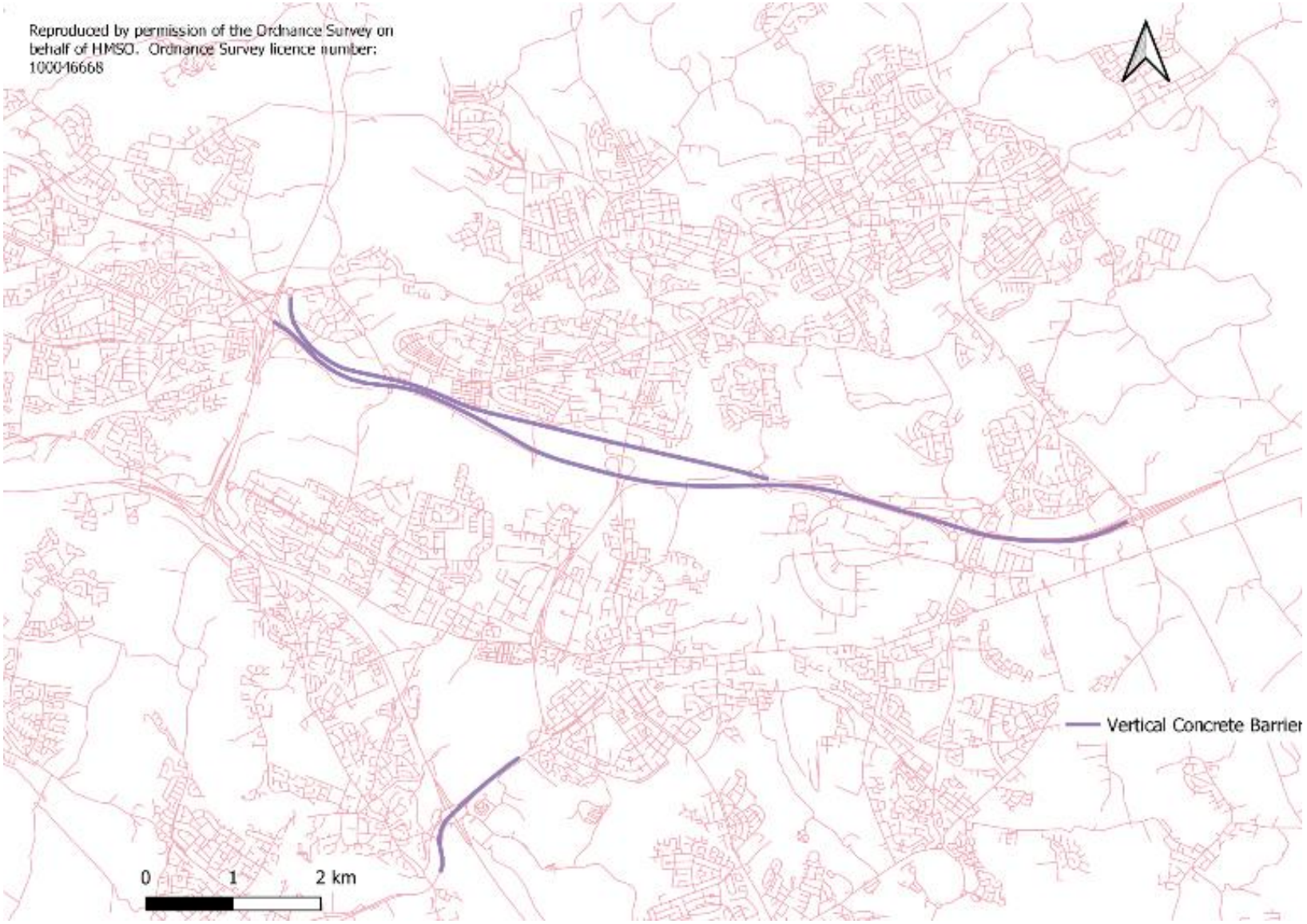
Road sensors including sensor types and where these sites are equipped with weather cameras



Salt bins

There are no salt bins within the extents of the M8, M73, M74 Motorway Improvements project.

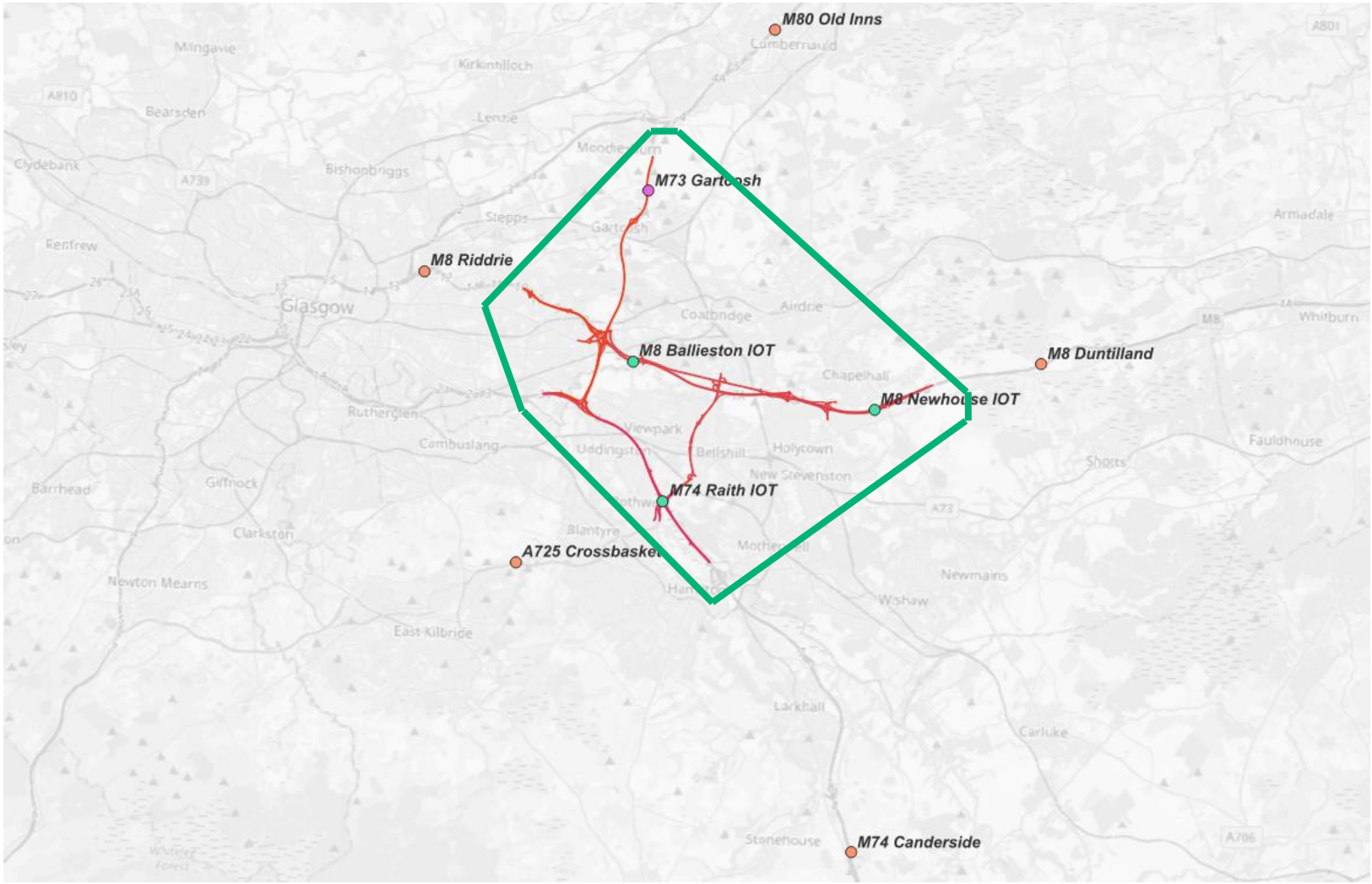
Vertical concrete barriers



Other facilities

There are no other facilities within the O&M Works Site.

Climatic domain and the associated sensors



APPENDIX D: WINTER SERVICE PLAN APPENDICES

ANNEX WSP 1: WINTER SERVICE PATROLS

Table 1 – Winter Service Plant for all Winter Service Patrols

Type and Registration No	Depot Location	Specification including Capacity	Route Details	Quantity
WP68 TLO	Polmadie	6M3 4*2 Spreader	A1	1
WX69 ZBT	Polmadie	9M3 6*4 Spreader	A2	1
PN74 DWZ	Polmadie	6M3 4*2 Spreader	B1	1

Table 2 - Winter Service Patrol Routes

Cat. (A/B)	Route	Depot	Route Description	Depot to Route (km)	Time to Route (Mins)	Patrol Length (km)	Avg Speed (km/hr)	Route Time (mins)	Route to Depot (km)
A	A1	Polmadie	M8 and A725	17.80	16.69	73.52	86.26	51.14	19.80
A	A2	Polmadie	M73 and M74	8.21	6.16	69.98	83.94	50.02	9.17
B	B1	Polmadie	A8 and A7071	11.59	8.69	57.19	92.34	37.16	14.32

Patrol A1

Depot to Route (km)	17.8	Time to Route (mins)	16.69
Patrol Length (km)	73.52	Route Time (mins)	51.14
Route to Depot (km)	19.8	Route to Depot Time (mins)	18.56
Route Average Speed (km/hr)	86.26	Total Time (mins)	86.39

Stage	Route	Description	Distance (KM)	Average Speed (KM/HR)	Time (Mins)
1	-	Travel Polmadie Depot to A8 E/B Shawhead Offslip	17.8	64	16.69
2	A725	Patrol A725 N/B Shawhead Junction to Kirkshaws Junction	0.16	47	0.20
3	-	Travel A725 N/B Kirkshaws Junction to A725 S/B Kirkshaws Junction	0.64	47	0.82
4	A725	Patrol A725 S/B Kirkshaws Junction to Clyde Bridge	5.94	80	4.46
5	-	Travel A725 S/B Clyde Bridge to A725 N/B Clyde Bridge	3.1	80	2.33
6	A725	Patrol A725 N/B Clyde Bridge to M8 E/B Link Road	4.97	80	3.73
7	M8	Patrol M8 E/B from A725 Link Road to Junction 6 Boundary	8.74	96	5.46
8	-	Travel M8 E/B Junction 6 Boundary to M8 W/B Junction 6 Boundary	13.51	96	8.44
9	M8	Patrol M8 W/B Junction 6 Boundary to Junction 10 Boundary	15.67	96	9.79
10	-	Travel M8 W/B Junction 10 Boundary to E/B Junction 10 Boundary	3.21	80	2.41
11	M8	Patrol M8 E/B Junction 10 Boundary to Eurocentral	9.54	96	5.96
12	-	Travel M8 W/B Eurocentral to A725 S/B On Slip, turning at A725 Bellziehill, to A725 NB adj. to M8 E/B On Slip	7.08	80	6.64
13	A725	Patrol A725 N/B adj. to M8 E/B On Slip to A725 N/B adj. A8 Shawhead E/B On Slip	0.96	64	0.90
14	-	Travel A725 N/B Kirkshaws, to A725 SB Kirkshaws, to Polmadie depot via Raith	19.8	64	18.56

Patrol A2

Depot to Route (km)	8.21	Time to Route (mins)	6.16
Patrol Length (km)	69.98	Route Time (mins)	50.02
Route to Depot (km)	9.17	Route to Depot Time (mins)	6.88
Route Average Speed (km/hr)	83.94	Total Time (mins)	63.06

Stage	Route	Description	Distance (KM)	Average Speed (KM/HR)	Time (Mins)
1	-	Travel Polmadie Depot to M73 Junction 1	8.21	80	6.16
2	M73	Patrol M73 N/B Junction 1 to Junction 3 - Including M74 South to M73 North Link Road	9.76	96	6.1
3	-	Travel M73 N/B Jct 3 to S/B Jct 3	3.19	47	4.07234
4	M73	Patrol M73 S/B Jct 3 to Jct 1 - Including M73 South to M74 South Link Road	9.8	96	6.125
5	M74	Patrol M74 S/B Jct 4 to Jct 6	6.55	96	4.09375
6	-	Travel M74 S/B Jct 6 to N/B Jct 6	2.9	47	3.702128
7	M74	Patrol M74 N/B Jct 6 to Jct 3a	8.7	96	5.4375
8	-	Travel M74 N/B Jct 3a to S/B Jct 3a	4.87	80	3.6525
9	M74	Patrol M74 S/B Jct 3a to Jct 5	6.68	96	4.175
10	-	Travel M74 S/B Jct 5 to M74 North to M73 North Link Road	3.87	96	2.41875
11	M74/M73	Patrol M74 North to M73 North Link Road	1.19	80	0.8925
12	-	Travel M74 N - M73 N Link Road to M73 N - M8 W Link Road	0.93	80	0.6975
13	M73/M8	Patrol M73 N to M8 W Link Road	1.32	80	0.99
14	-	Travel M73 N - M8 W Link Road to M8 E to M73 S Link Road	5.34	80	4.005
15	M8/M73	Patrol M8 East to M73 South Link Road	2.1	80	1.575
16	-	Travel M8 E - M73 S Link Road to M73 S - M73 N Link Road	1.24	80	0.93
17	M73/M74	Patrol M73 South to M74 North Link Rd	1.54	80	1.155
18	-	Travel M73 S - M74 N Link Road to Daldowie standby area / Polmadie depot	9.17	80	6.88

Patrol B1

Depot to Route (km)	11.59	Time to Route (mins)	8.69
Patrol Length (km)	57.19	Route Time (mins)	37.16
Route to Depot (km)	14.32	Route to Depot Time (mins)	10.74
Route Average Speed (km/hr)	92.34	Total Time (mins)	56.59

Stage	Route	Description	Distance (KM)	Average Speed (KM/HR)	Time (Mins)
1	-	Polmadie Depot to Ballieston Rbt	11.59	80	8.69
2	A8(M) / A8	A8(M)/A8 Baillieston Roundabout to Baillieston Cross	0.8	64	0.75
3	-	A8 W/B Baillieston Cross to A8 E/B Baillieston Cross	0.15	47	0.19
4	A8	A8 E/B Baillieston Cross to Swinton Roundabout	0.32	64	0.3
5	A8	A8 E/B Swinton Roundabout to A8/A89 Bargeddie Roundabout	0.92	64	0.86
6	A8	A8 APR E/B from A8 Bargeddie Roundabout to M8 Junction 6 Merge	12	96	7.5
7	-	M8 E/B Jct 6 to M8 W/B Diverge to A8	14.45	96	9.03
8	A8	A8 W/B from M8 Junction 6 Diverge to A8/A89 Bargeddie Roundabout	11.8	96	7.38
9	A8	A8 W/B Bargeddie Roundabout to A8 Swinton Roundabout	1	64	0.94
10	A8(M)	A8(M) Swinton to Baillieston Roundabout	0.88	64	0.83
11	-	M73 S/B Baillieston Roundabout to A725 Raith Roundabout diverge to A7071	7.23	96	4.52
12	A7071	A7071 Raith to Hamilton Junction	7	96	4.38
13	A7071	A7071 Hamilton Junction to Raith	0.64	80	0.48
14	-	A725 Raith to Polmadie Depot	14.32	80	10.74

Table 3 – Winter Service Patrol Report Record

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

Winter Service Patrol Start and End time	Weather conditions for Winter Service Patrol route (°C)		Assessed road condition by driver (X)				Assessed residual salt level by driver (X)			Action implemented (use numbering system below) *						Route salted prior to patrol (X)		
	Air Temp (°C)	Road Surface Temp. (°C)	Snow	Icy	Wet	Dry	High	Med.	Low	Action code *	Treatment Type	Spread rate (g/m²)	Approximate location of salting or other action	Treatment Start Time	Treatment End Time	Yes	No	Time of salting

Action Code *

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 animal, fallen tree or other obstruction).

Weight out..... **Weight in**..... **Total used**.....

Annex WSP 2: PRECAUTIONARY SALTING ROUTES

Route No.	Depot	Description	Depot to route (km)	Depot to Route (min)	Deicing Length (km)	Average Speed (km/hr)	Route Time (Mins)	Route to Depot (km)	Average Width of Route (m)	Route Tonnage at 10g/m2	Route Tonnage at 20g/m2	Route Tonnage at 30g/m2	Route Tonnage at 40g/m2	Treatment Type
1	Polmadie	M8	12.4	11.6	50.4	71.7	81.7	13.8	7.0	3.5	7.1	10.6	14.1	Pre-Wet
2	Polmadie	M73	10.2	9.6	48.8	64.8	89.3	12.1	7.7	3.8	7.5	11.3	15.0	Pre-Wet
3	Polmadie	M74	14.2	13.3	37.0	71.9	77.6	14.4	7.5	2.8	5.6	8.3	11.1	Pre-Wet
4	Polmadie	A8	14.3	13.4	31.4	69.1	56.0	14.1	7.2	2.3	4.5	6.8	9.1	Pre-Wet
5	Polmadie	A725	17.3	13.0	24.6	61.9	69.8	19.4	6.6	1.6	3.6	4.9	6.5	Pre-Wet
FP	Polmadie	NMUF	20.8	15.6	4.73	39.0	54.4	13.5	3.00		425L (Combined)	-	-	Brine / Potassium Acetate

Route 1 – M8

Depot To Route (KM)	12.40	Time to Route (Mins)	11.63
Route to Depot (KM)	13.80	Gritting Speed (KM/HR)	62.79
Route Length (KM)	97.66	Route Treated Length (KM)	50.36
Route Time (Mins)	81.71	Route Tonnage (40g, Salt Only)	9.88
Route Average Width (M)	7.00	Route Average Speed (KM/HR)	71.71

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M8 E/B Junction 8 Onslip			12.4
Grit	M8	M8 E/B Junction 8 Onslip	M8 E/B Junction 8 Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.73
Grit	M8	M8 E/B Baillieston	M8 E/B Shawhead Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	3.67
Grit	M8	M8 E/B Shawhead Onslip	M8 E/B Eurocentral Offslip (L2, L3, L4)	Main Carriageway	Lane 2, Lane 3, Lane 4	2
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.29
Grit	M8	M8 E/B Chapelhall Offslip	M8 DBFO E/B Jct 6 Boundary (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.41
TF	-	M8 DBFO E/B Jct 6 Boundary	M8 DBFO W/B Jct 6 Boundary			13.1
Grit	M8	M8 DBFO W/B Jct 6 Boundary	M8 W/B Chapelhall Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.32
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Eurocentral Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.62
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (L3, L4)	Main Carriageway	Lane 3, Lane 4	1
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B immediately after Shawhead Offslip (L1, L2, L3)	Main Carriageway	Lane 1, Lane 2, Lane 3	0.36
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Baillieston Lane Drop (L2, L3)	Main Carriageway	Lane 2, Lane 3	3.87
Grit	M8	M8 W/B Baillieston Lane drop	M8 W/B 2nd baillieston slip (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.49
Grit	M8	M8 W/B Baillieston Offslip	M8 W/B at M73 lane gain (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1
Grit	M8	M8 W/B at M73 lane gain	M8 W/B Jct 10 DBFO Boundary (L2, L3)	Main Carriageway	Lane 2, Lane 3	2.89
TF	-	M8 W/B Jct 10 DBFO Boundary	M8 E/B Jct 10 DBFO Boundary			3.31
Grit	M8	M8 E/B Jct 10 DBFO Boundary	M8 E/B Jct 10 Lane Gane (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.41

Grit	M8	M8 E/B Jct 10 Lane Gane	M8 E/B M73 High Loop Lane Drop (L3, L4)	Main Carriageway	Lane 3, Lane 4	1.91
Grit	M8	M8 E/B M73 High Loop from the lane drop	M8 E/B Baillieston Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.48
Grit	M8	M8 E/B Baillieston Onslip	M8 E/B Shawhead Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	4.1
TF	-	M8 E/B Shawhead Overbridge	M8 E/B Eurocentral Offslip			1.95
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1
Grit	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.49
Grit	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.44
TF	-	M8 E/B Chapelhall Offslip	Chapelhall Link Road			0.66
Grit	A8	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout	Roundabout	Lane 1, Lane 2	0.338
Grit	Chapelhall North Link Road	Chapelhall North Link Road splitter at North Roundabout	Chapelhall North Link Road splitter at North Roundabout	Main Carriageway	Lane 1, Hatching	0.03
Grit	Chapelhall North Link Road	Chapelhall North Link Road - Chapelhall North Roundabout	Chapelhall North Link Road - (start of lane gane on the w/b approach)	Main Carriageway	West bound lane, eastbound lanes	0.07
Grit	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to North Roundabout)	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Main Carriageway	Westbound lane, Eastbound lane	0.07
Grit	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Westbound Lane, Eastbound lanes	0.04
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Lane 2	0.024
TF	-	Bo'ness Road North Roundabout	Bo'ness Road North Roundabout			0.32
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Hatching	0.04
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Main Carriageway		0.025

TF		A8 chapelhall North Roundabout	A8 E/B Newhouse Offslip			1.4
Grit	A8 APR	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Offslip	Slip Road	Lane 1, Lane 2	0.75
TF	-	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Onslip			0.14
Grit	A8 APR	A8 APR E/B Newhouse Onslip	A8 APR E/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.5
TF	-	A8 APR E/B Newhouse Onslip	A8 APR W/B Newhouse Offslip			15.31
Grit	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip (single lane / h/s)	Slip Road	Hard Shoulder, Lane 1	0.36
Grit	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip 2 lane & h/s)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.25
TF	-	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Onslip			0.13
Grit	A8 APR	A8 APR W/B Newhouse Onslip	A8 APR W/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.43
TF	-	A8 APR W/B Newhouse Roundabout Onslip	A8 APR W/B Chapelhall South Roundabout			1.82
Grit	A8	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout	Roundabout	Lane 1, Lane 2	0.353
Grit	Chapelhall South Link Road	Chapelhall South Link Road - Chapelhall South Roundbout	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Main Carriageway	Lane 1, Lane 2	0.24
TF	-	Bo'ness Road South Roundabout	Bo'ness Road South Roundabout			0.338
Grit	Chapelhall South Link Road	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Chapelhall South Link Road - Chapelhall South Roundbout	Main Carriageway	Lane 1, Lane 2	0.243
TF	-	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.2
Grit	Chapelhall Link Road	Chapelhall Link Road - Chapelhall South Roundabout	Chapelhall Link Road - Chapelhall North Roundabout	Main Carriageway	N/B, inluding entry and egress splitters	0.13
TF	-	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout			0.2
Grit	Chapelhall Link Road	Chapelhall Link Road Splitter from north rbt	Chapelhall Link Road Splitter from north rbt	Main Carriageway	Splitter	0.033
TF		Chapelhall Link Road - Chapelhall North Roundabout	Chapelhall Link Road - Chapelhall South Roundabout			0.09
Grit	Chapelhall Link Road	Chapelhall Link Road - Splitter at south Roundabout	Chapelhall Link Road - Splitter at south Roundabout	Main Carriageway	Lane 1	0.02

TF	-	A8 Chapelhall South Roundabout	M8 W/B Chapelhall Onslip			0.2
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapehall Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.46
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapelhall Onslip (H/S, L1, Hatching)	Slip Road	Hard Shoulder, Lane 1, Hatching area	0.39
Grit	M8	M8 W/B Chapehall Onslip	M8 W/B Eurocentral Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1.2
TF		M8 W/B Eurocentrl Onslip	M8 W/B Shawhead Offslip			1.39
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Bailleston Offslip	Main Carriageway	Hard Shoulder, Lane 1	3.9
Grit	M8	M8 W/B Baillieston Offslip	M8 W/B Baillieston Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.92
TF	-	M8 W/B Baillieston Offslip	M8 W/B A8 Onslip			2.17
Grit	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Lane 1, Lane 2	0.68
Grit	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Hard Shoulder, Lane 1	0.23
TF	-	M8 W/B A8 Onslip	M8 W/B Jct 10 Offslip			2.2
Grit	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip	Slip Road	Left Turn Filter	0.03
TF	-	M8 W/B Jct 10 Offslip	M8 E/B Junction 10 Onslip			0.4
Grit	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 10 Onslip	Slip Road	All lanes	0.216
TF	-	M8 E/B Jct 10 Onslip	M8 E/B Wardie Road			0.471
Grit	M8	M8 E/B Wardie Road behind pier	M8 E/B Wardie Road behind pier	Emergency Lane	Emergency Lane	0.1
TF		M8 E/B Wardie Road	M8 E/B Jct 10 Offslip			0.8
Grit	M8	M8 E/B Easterhouse Road behind pier	M8 E/B Easterhouse Road behind pier	Emergency Lane	Emergency Lane	0.1
TF	-	M8 E/B Easterhouse Road	M8 E/B Offslip to A8 E/B			0.7
Grit	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1	0.056
Grit	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.653
TF	-	M8 E/B Offslip to A8 E/B	Polmadie Depot			13.8

Route 2

Depot To Route (KM)	10.2	Time to Route (Mins)	9.56
Route to Depot (KM)	12.1	Gritting Speed (KM/HR)	60.93
Route Length (KM)	96.48	Route Treated Length (KM)	48.82
Route Time (Mins)	89.32	Route Tonnage (40g, salt only)	10.49
Route Average Width (M)	7.67	Route Average Speed (KM/HR)	64.81

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	A721 Onslip			10.2
Grit	M74	M74 Onslip from A721 W/B (left turn)	M74 Onslip from A721 W/B (left turn)	Slip Road	Lane 1	0.03
Grit	M74	M74 S/B A721 Onslip	M74 S/B A721 Onslip	Slip Road	Lane 1	0.52
Grit	M74	M73 S/B to M74 S/B Link Road from A721 onslip	M73 S/B to M74 S/B Link Road end of the link Road	Slip Road	Hard Shoulder, Lane 1	0.19
Grit	M74	M73 S/B to M73 S/B Link Road	M74 S/B Bothwell Services Offslip	Main Carriageway	Hard Shoulder, Lane 1	2.74
Grit	M74	M74 Bothwell Services Offslip	M74 Bothwell Services Offslip	Slip Road	All lanes	0.1
TF	-	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip			0.85
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Lane 1	0.1
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.1
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Hard Shoulder, Lane 1	0.54
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.2
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Lane 2, Lane 3	0.18
TF	-	M74 S/B Raith Offslip	Raith Roundabout - A7071 slip Road	-	-	0.513
Grit	A7071	A7071 Raith Roundabout slip	A7071 Bothwell / Hamilton Junction	Main Carriageway	Lane 1, Lane 2	0.65
TF		A7071 Bothwell Junction	A7071 Bothwell Junction			4.31
Grit	A7071	A7071 Bothwell / Hamilton Junction	A725 Raith Roundabout	Main Carriageway	Lane 1, Lane 2	0.64
TF		A725 / A7071 Raith Roundabout	M74 N/B Raith Onslip			0.11
Grit	M74	M74 N/B Raith Onslip	M74 N/B Raith Onslip	Slip Road	Lane 1 and hatchings	1.33
TF	-	M74 N/B Raith Onslip	M74 N/B A7071 Lane Gain			0.35
Grit	M74	M74 N/B A7071 lane gain	M74 N/B Jct 4 Offslip to M73	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	3.17

Grit	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.17
Grit	M73	M74 N/B to M73 N/B Link Road	M73 N/B to M8 Link Road	Main Carriageway	Lane 3, Lane 4	0.926
Grit	M73	M73 N/B to M8 Link Road	M73 N/B Jct 2 Offslip	Main Carriageway	Lane 2, Lane 3	0.65
Grit	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 3 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.2
TF	-	M73 N/B Jct 3 Offslip	M73 S/B Jct 3 Onslip			3
Grit	M73	M73 S/B Jct 3 Onslip	M73 S/B Jct 2 Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.3
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Lane 2, Lane 3	0.526
Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B to M74 N/B & S/B Diverges	Main Carriageway	Lane 3, Lane 4	0.741
Grit	M73 to M74	M73 S/B to M74 N/B Link Road	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.792
Grit	M73	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1	0.305
TF	-	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 N/B Jct 1 Onslip			0.67
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip	Filter Lane	Lane 1	0.077
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip Merge with M74 S/B to M73 N/B Link Rd	Slip Road	Hard Shoulder, Lane 1, Hatching	0.276
Grit	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder/ hatching, Lane 1, Lane 2	0.818
Grit	M73	M73 from M74 Link Road Merge	M73 N/B M8 W/B Lane Drop	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.922
Grit	M73 to M8	M73 N/B to M8 W/B Link Road	M73 N/B to M8 W/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.33
Grit	M8	M8 W/B from M73 Lane Gain	M8 W/B Jct 10 DBFO Boundary	Main Carriageway	Hard Shoulder, Lane 1	2.94
TF	-	M8 W/B Jct 10 Boundary	M8 E/B Junction 10 boundary			3.221
Grit	M8	M8 E/b Junction 10 DBFO Boundary	M8 E/B Junction 10 Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.45
Grit	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 9 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.076
Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Hard Shoulder, Lane 1 Left Turn	0.345
TF	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 10 Onslip			2.22
Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip (including right turn)	Slip Road	Lane 1	0.14

Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip	Slip Road	Hard Shoulder, Lane 1	0.293
TF	-	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip	-	-	5.1
Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Right turn filter	0.026
TF	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 9 Onslip			0.298
Grit	M8	M8 W/B Jct 9 Onslip	M8 W/B Jct 9 Onslip	Slip Road	Hard Shoulder, Lane 1	0.505
TF	-	M8 W/B Jct 9 Onslip	M8 W/B Jct 10 Offslip			0.754
Grit	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip including right turn	Slip Road	Hard Shoulder, Lane 1	0.352
TF	-	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Onslip			1.048
Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip	Slip Road	Left Turn filter	0.045
TF	-	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip			5.4
Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B M73 S/B Link Road	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.991
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (start of A89 Offslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.261
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (end of A89 Offslip)	Slip Road	Lane 3	0.201
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1	0.245
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.41
TF	-	M8 E/B to M73 S/B Link Road	M73 N/B Jct 1 Onslip			2.31
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip right turn	Slip Road	Filter Lane	0.025
TF	-	M73 N/B Jct 1 Onslip	M73 N/B to M8 Lane Drop			2.02
Grit	M73	M73 N/B M8 Lane Drop	M73 N/B Jct 2 Offslip	Main Carriageway	Hard Shoulder / Hatching, Lane 1	0.574
Grit	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 2 Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.277
Grit	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout	Roundabout	Lane 1, Lane 2	0.81
TF	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.36
Grit	M73	M73 N/B Jct 2 Onslip	M73 N/B Jct 2 Onslip	Slip Road	Lane 1, Lane 2	0.481
TF	-	M73 N/B Jct 2 Onslip	M73 N/B Jct 2a Offslip			3.5
Grit	M73	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.37

TF	-	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Onslip			0.1
Grit	M73	M73 N/B Jct 2a Onslip	M73 N/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.35
TF	-	M73 N/B Jct 2a Onslip	M73 S/B Jct 2a Offslip			7.21
Grit	M73	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.31
TF	-	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Onslip			0.1
Grit	M73	M73 S/B Jct 2a Onslip	M73 S/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.42
TF	-	M73 S/B Jct 2a Onslip	M73 S/B Jct 2 Offslip			3.51
Grit	M73	M73 S/B Jct 2 Offslip	M73 S/B Jct 2 Offslip	Slip Road	Lane 1, Lane 2	0.48
TF	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.3
Grit	A8(M)	A8(M) W/B Baillieston Roundabout	A8 W/B Swinton Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.3
Grit	A8	A8 Swinton Roundabout	A8 Swinton Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.4
TF	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Grit	A8	A8 W/B Swinton Roundabout	A8 W/B Baillieston Cross	Main Carriageway	Lane 1, Lane 2	0.35
TF	-	A8 W/B Baillieston Cross	A8 E/B Baillieston Cross			0.14
Grit	A8	A8 E/B Baillieston Cross	A8 E/B Swinton Roundabout	Main Carriageway	Lane 1, Lane 2	0.34
TF	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Grit	A8(M)	A8 Swinton Roundabout	A8 Baillieston Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.4
TF	-	A8 Baillieston Roundabout	Polmadie Depot			12.1

Route 3

Depot To Route (KM)	14.2	Time to Route (Mins)	13.31
Route to Depot (KM)	14.4	Gritting Speed (km/h)	61.33
Route Length (KM)	92.94	Route Treated Length (KM)	37.02
Route Time (Mins)	77.56	Route Tonnage (40g, Salt only)	7.8
Route Average Width (M)	7.52	Route Average Speed (KM/HR)	71.89

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M73 S/B to M74 N/B Link Road			14.2
Grit	M73 to m74	M73 S/B to M74 N/B Link Road from the Daldowie slip	M73 S/B to M74 N/B Link Road (to the first slip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.77
Grit	M74	M74 N/B at M73 Lane Gane	M74 N/B Jct 3a (end of DBFO)	Main Carriageway	Hard Shoulder, Lane 1	0.54
TF	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Grit	M74	M74 S/B Jct 3a	M74 S/B Jct 4 (2nd slip to the M73 N/B)	Main Carriageway	Lane 2, Lane 3	0.71
Grit	M74	M74 S/B Jct 4 (2nd slip to the M73 N/B)	M73 S/B Jct 4 First M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatching, Lane 1, Lane 2	1.21
Grit	M74	M74 S/B Jct 4 First M73 Lane Gane	M74 S/B Jct 4 Second M73 Lane Gane	Main Carriageway	Lane 1, Lane 2, Lane 3	0.28
Grit	M74	M74 S/B Jct 4 Second Lane Gane	M74 S/B Bothwell Services Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	2.56
Grit	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Lane 2, Lane 3	0.33
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	0.44
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Lane 2, Lane 3	0.99
Grit	M74	M74 S/B Raith Onslip	M74 S/B Jct 6 DBFO Boundary	Main Carriageway	Lane 2, Lane 3, Lane 4	2.23
TF	-	M74 S/B Jct 6 DBFO Boundary	M74 N/B Jct 6 DBFO Boundary			10.46
Grit	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Onslip (end of lane gane	Main Carriageway	Lane 2, Lane 3	3.48
Grit	M74	M74 N/B Raith Onslip (End of lane Gane	M74 N/B Jct 4 Offslip	Main Carriageway	Lane 3, Lane 4	3.21
Grit	M74	M74 N/B Jct 4 Offslip	M74 N/B at M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatc	1.43

					hing, Lane 1, Lane 2	
Grit	M74	M74 N/B M73 Lane Gane	M74 N/B Jct 3a DBFO Boundary	Main Carriageway	Lane 2, Lane 3	0.55
TF	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Grit	M74	M74 S/B Jct 3a DBFO Boundary	M74 S/B to M73 N/B Link Road Lane drop	Main Carriageway	Hard Shoulder, Lane 1, hatching	0.42
Grit	M74	M74 S/B to M73 N/B Link Road	M74 S/B to M73 N/B Link Road (Merge with the Daldowie Rd Onslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.68
TF	-	M74 S/B to M73 N/B Link Road	M73 S/B Junction 2 Onslip			3.27
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B Jct 2 Onslip	Slip Road	Hatching, Lane 1	0.317
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Hatching/Slip Road, Lane 1	0.557
Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Lane 1, Lane 2	0.82
Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.542
Grit	M73 to M74	M73 S/B to M74 S/B Link Road	M73 S/B to M74 S/B Link Road	Slip Road	Hard Shoulder/hatching, Lane 1, Lane 2	1.3
TF	-	M73 S/B to M74 S/B Link Road	M73 S/B Old Mill Road Bridge			0.7
Grit	M74	M74 S/B Behind Old Mill Road Pier	M74 S/B Behind Old Mill Road Pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 Old Mill Road	M74 Fallside Road			1.5
Grit	M74	M74 S/B Behind Fallside Road Pier	M74 S/B Behind Fallside Road Pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 S/B Behind Fallside Road Pier	M74 S/B Bothwell Services Offslip			0.1
Grit	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.3
TF	-	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip			0.5
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.88
Grit	M74	M74 S/B Raith	M74 S/B Hamilton (DBFO Boundary)	Main Carriageway	Hard Shoulder, Lane 1	2.23

TF	-	M74 S/B Junction 6 Offslip	M74 N/B Junction 6 Onslip			2.8
Grit	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Lane Gane	Main Carriageway	Hard Shoulder, Lane 1	3.5
TF		M74 N/B Raith Lane Gane	M74 N/B Fallside Road			0.6
Grit	M74	M74 N/B Fallside Road behind bridge pier	M74 N/B Fallside Road behind bridge pier	Emergency Lane	Emergency lane	0.1
TF		M74 N/B Fallside Road	M74 N/B Old Mill Road			1.5
Grit	M74	M74 N/B Old Mill Road behind bridge pier	M74 N/B Old Mill Road behind bridge pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 N/B Old Mill Road behind bridge pier	M74 N/B Jct 3a Offslip			1.2
Grit	M74	M74 N/B Jct 3a offslip to Daldowie	M74 N/B Jct 3a offslip to Daldowie (to m73 merge)	Slip Road	Hard Shoulder, Lane 1	0.89
Grit	M74	M74 N/B Jct 3a Offslip to Daldowie from M73 Merge	M74 N/B Jct 3a Offslip - Daldowie Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.38
Grit	M74	M74 N/B Jct 3a Onslip	M74 N/B Jct 3a Onslip (to the DBFO Boundary on the slip)	Slip Road	Hard Shoulder, Lane 1, Hatching	0.61
TF	-	M74 N/B Jct 3a Onslip	M74 S/B Jct 3a Offslip			4.89
Grit	M74	M74 S/B Jct 3a Offslip	M74 S/B Jct 3a Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.58
TF	-	M74 S/B Jct 3a offslip	M74 A721 Onslip (Right turn)			1.14
Grit	M74	M74 S/B A721 Onslip (Right turn)	M74 S/B A721 Onslip (Right turn)	Slip Road	Lane 1	0.1
TF		M74 S/B A721 Onslip	M74 Raith Offslip			4.36
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1	0.17
Grit	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.8
TF	-	A725 Raith Roundabout	M74 S/B Raith Onslip			0.2
Grit	M74	M74 S/B Raith Onslip	M74 S/B Raith Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.36
TF	-	M74 S/B Jct 5 onslip	M74 N/B Hamilton Services Offslip			5.69

Grit	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Hard Shoulder, Lane 1	0.18
Grit	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Lane 1	0.11
TF	-	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Onslip			1.24
Grit	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Lane 1	0.1
Grit	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.24
TF	-	M74 N/B Hamilton Services	M74 N/B Raith Offslip			0.85
Grit	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.3
Grit	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Lane 1, Lane 2, Lane 3	0.2
TF	-	A725 N/B Offslip	A725 Raith Roundabout			0.94
Grit	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 4	0.22
TF		A725 Raith Roundabout	A725 N/B Offslip to A7071			4.26
Grit	A725	A725 N/B Offslip to A7071	A725 N/B Offslip to A7071	Slip Road	Left Turn	0.1
Grit	M74	A7071 / A725 Junction	A7071/M74 free flow	Slip Road	Hatching, Lane 1	1
TF	-	M74 Raith Interchange	Polmadie Depot			14.4

Route 4

Depot To Route (KM)	14.3	Time to Route (Mins)	13.41
Route to Depot (KM)	14.1	Gritting Speed (km/h)	59.61
Route Length (KM)	64.52	Route Treated Length (KM)	31.41
Route Time (Mins)	56.00	Route Tonnage (40g, Salt Only)	6.34
Route Average Width (M)	7.21	Route Average Speed (KM/HR)	69.13

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	A8 W/B Showcase Onslip			14.3
Grit	A8	A8 W/B Showcase Combined Slip	A8 W/B Showcase Combined Slip	Slip Road	Off Slip / Onslip	0.14
Grit	A8	A8 W/b Showcase Onslip	A8 W/b Showcase Onslip	Slip Road	Lane 1	0.1
Grit	A8	A8 W/B Showcase Onslip	A8 W/B Bargeddie Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.62
Grit	A8	A8 Bargeddie Roundabout	A8 Bargedide Roundabout	Roundabout	Lane 1, Lane 2, :Lane 3	0.31
TF	-	A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.24
Grit	A8	A8 W/B Bargeddie Roundabout	A8 W/B Swinton Roundabout	Main Line	Lane 1, Lane 2	0.64
Grit	A8	A8 W/B Approach to Swinton Roundabout	A8 W/B Approach to Swinton Roundabout	Main Line	Lane 1, Lane 2, Lane 3	0.12
TF		A8 Swinton Roundabout	A8 Swinton Roundabout			0.4
Grit	A8	A8 E/B Swinton Roundabout	A8 E/B Bargeddie Roundabout	Main Carriageway	Lane 1, Lane 2	0.7
Grit	A8	A8 E/B Bargeddie Roundabout Approach	A8 E/B Bargeddie Roundabout Approach	Main Carriageway	Lane 1, Lane 2, Lane 3	0.15
TF		A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.3
Grit	A8	A8 E/B Bargeddie Roundabout	A8 E/B Eurocentral North Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	6.89
Grit	A8	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout	Roundabout	Lane 1, Lane 2	0.3
TF	-	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout			0.19
Grit	A8 APR	A8 APR E/B Eurocentral North Roundabout Diverge	A8 APR E/B Chapelhall North Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.34
TF	-	A8 APR E/B Chapelhall North Roundabout Merge	A8 APR E/B Chapelhall North Roundabout Diverge			0.16

Grit	A8 APR	A8 APR E/B Chapelhall North Roundabout Diverge	A8 APR E/B Newhouse Offsip	Main Carriageway	Lane 1, Lane 2	1.41
Grit	A8 APR	A8 APR E/B Newhouse Offsip	A8 APR/M8 E/B Merge - Start of Chevrons	Main Carriageway	Lane 1, Lane 2	1.59
Grit	A8 APR	A8 APR/M8 E/B Merge - Start of Chevrons	A8 APR / M8 E/B End of Merge	Slip Road	Lane 1, Lane 2, Hatching areas	0.65
TF	-	M8 E/B from end of A8 Merge	A8 APR W/B slip from M8 at Jct 6 Newhouse			13.57
Grit	A8	A8 APR W/B Slip from M8 at Jct 6	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	Main Carriageway	Lane 1, Lane 2, Hatching areas	0.57
Grit	A8	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	A8 APR W/B Chapelhall South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	3.13
TF		A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.3
Grit	A8 APR	A8 APR W/B Chapelhall South Roundabout Diverge	A8 APR W/B Eurocentral South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.35
Grit	A8	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout	Roundabout	Lane 1, Lane 2	0.3
TF	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24
Grit	Eurocentral Overbridge	A8 Eurocentral South Roundabout	A8 Eurocentral North Roundabout	Main Carriageway	Lane 1, Hatching	0.18
TF	-	Eurocentral North Roundabout	Eurocentral North Roundabout			0.24
Grit	Eurocentral Overbridge	A8 Eurocentral North Roundabout	A8 Eurocentral South Roundabout	Main Carriageway	S/B Lanes	1.15
TF	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24
Grit	A8	A8 W/B Eurocentral South Roundabout Diverge	A8 W/B Showcase Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	5.42
TF	-	A8 W/B Showcase Onslip	A8 E/B Showcase Offslip			3.1
Grit	A8	A8 E/B Showcase Offslip	A8 E/B Showcase Offslip	Slip Road	Lane 1	0.33
Grit	A8	A8 E/B Showcase Combined Slip	A8 E/B Showcase Combined Slip	Slip Road	Onslip, Offslip Lanes	0.1
Grit	A8	A8 E/B Showcase Offslip at splitter	A8 E/B Showcase Offslip at splitter	Slip Road	Lane 1	0.01
TF	-	A8 E/B Showcase Offslip	A8 E/B Showcase Onslip			0.11
Grit	A8	A8 E/B Showcase Onslip at splitter	A8 E/B Showcase Onslip at splitter	Slip Road	Lane 1	0.27

TF	-	A8 E/B Showcase combined slip	A8 E/B Showcase combined slip			0.056
Grit	A8	A8 E/B Showcase Onslip	A8 E/B Showcase Onslip	Slip Road	Lane 1	0.16
TF	A8	A8 E/B Showcase Onslip	A8 E/B Shawhead Offslip			2.4
Grit	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip	Slip Road	Lane 1, Lane 2	0.16
Grit	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Offslip / Onslip	0.1
Grit	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Onslip / right turn filter lanes on offslip	0.13
Grit	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip		Right Turn Lane 1, Right Turn Lane 2	0.01
TF	A725	A8 E/B Shawhead Offslip	A725 N/B Onto Kirkshaws Road			0.01
Grit	A725	A725 N/B Onto Kirkshaws Road	A725 N/B Onto Kirkshaws Road	Junction	Lane 1, Lane 2	0.01
TF	A725	A725 N/B Onto Kirkshaws Road	A725 S/B Shawhead dedicated lane to A8 E/B Onslip			0.6
Grit	A725	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	Junction	Left Turn Filter Lane, including the N/B right turn merge area	0.024
TF	-	A8/A725 E/B Shawhead Junction	A8 E/B Shawhead Onslip			0.22
Grit	A8 APR	A8 E/B Shawhead Onslip	A8 E/B Shawhead Onslip	Slip Road	Lane 1	0.167
TF	-	A8 E/B Shawhead Onslip	A8 E/B Carnbroe Offslip			1.1
Grit	A8 APR	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Offslip	Slip Road	Lane 1	0.1
TF	-	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Onslip			1.53
Grit	A8 APR	A8 E/B Carnbroe Onslip	A8 E/B Carnbroe Onslip	Slip Road	Lane 1	0.1
TF	A8 APR	A8 E/B Carnbroe Onslip	A8 APR W/B Shawhead Offslip			3.8
Grit	A8 APR	A8 APR W/B Shawhead Offslip	A8 APR W/B Shawhead Offslip	Slip Road	Lane 1	0.37
Grit	A8 APR	A8 APR W/B Combined Slip	A8 APR W/B Combined Slip	Slip Road	Offslip / Onslip Lane	0.1
Grit	A8	A8 W/B Shawhead Offslip	A8 W/B Shawhead Offslip	Slip Road	Lane 1, Lane 2	0.09
Grit	A725	A725 from A8 W/B Shawhead Offslip	A725 at B7070 North Road Merge	Across Junction	All lanes	0.07

TF	-	A725 / B7070 North Road Junction	A725 / B7070 North Road Junction			2.62
Grit	A725	A725 Shawhead South Junction from B7070 North Road	A725 Shawhead South Junction to A8 W/B Onslip	Across Junction	All lanes	0.1
Grit	A8	A8 W/B Shawhead Onslip	A8 W/B Shawhead Onslip	Slip Road	Lane 1, Hatching	0.12
Grit	A8 APR	A8 APR W/B Shawhead Onslip	A8 APR W/B Shawhead Onslip	Slip Road	Lane 1	0.13
TF	A8 APR	A8 W/B Shawhead Onslip	A8 APR W/B Showcase Offslip	Main Carriageway		2.3
Grit	A8 APR	A8 APR W/B Showcase Offslip	A8 APR W/B Showcase Offslip	Slip Road	Lane 1	0.086
TF	-	A8 APR W/B Showcase Offslip	Polmadie Depot			14.1

Route 5

Depot To Route (KM)	17.3	Time to Route (Mins)	12.98
Route to Depot (KM)	19.4	Gritting Speed (km/h)	57.49
Route Length (KM)	70.80	Route Treated Length (KM)	24.61
Route Time (Mins)	69.85	Route Tonnage (40g, Salt Only)	4.55
Route Average Width (M)	6.60	Route Average Speed (KM/HR)	61.88

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	A725 Shawhead Central Junction (Right turn lane)			17.3
Grit	A725	A725 N/B Shawhead Central Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2	0.05
Grit	A725	A725 N/B Shawhead North Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2, Left turn filter	0.1
TF	-	A725 N/B Shawhead North junction	A725 S/B Shawhead North Junction			2.42
Grit	A725	A725 S/B Shawhead North Junction - Whifflet Street	A725 S/B South of Shawhead North Junction (L1, L2)	Main Carriageway	Lane 1, Lane 2	0.06
Grit	A725	A725 S/B South of Shawhead North Junction	A725 North of Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2, Left turn diverge lane to Shawhead Central	0.05
Grit	A725	A725 S/B North of Shawhead Central Junction	A725 S/B South of Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2, turning lanes	0.04
Grit	A725	A725 S/B South of Shawhead Central Junction	A8 W/B Shawhead onslip (2 lane section)	Main Carriageway	Lane 1, Lane 2	0.17
Grit	A725	A725 S/B Shawhead Offslip	A725 S/B Shawhead Offslip (Including right turning lane)	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.11
Grit	A725	A725 S/B Shawhead W/B Offslip	A725 S/B M8 W/B onslip (start of lane gane)	Main Carriageway	Lane 1, Lane 2	0.58
Grit	A725	A725 S/B M8 W/B Onslip	A725 S/B M8 W/B Onslip (to the slip merge)	Main Carriageway	Slip Lane, Lane 1, Lane 2	0.28
Grit	A725	A725 S/B M8 W/B Onslip	A725 S/B to A725 BOUNDARY	Main Carriageway	Lane 1, Lane 2	2.83
Grit	A725	A725 S/B Orbiston Onslip	A725 S/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	0.93
Grit	A725	A725 S/B Raith Underpass	A725 S/B Raith Roundabout Lane gane	Main Carriageway	Hatching, Lane 1	0.72
Grit	A725	A725 S/B Raith Lane gane	A725 S/B DBFO Boundary	Main Carriageway	Lane 1, Lane 2	0.2

TF	-	A725 S/B DBFO Boundary	A725 N/B DBFO Boundary			3.1
Grit	A725	A725 N/B DBFO Boundary	A725 N/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	0.44
Grit	A725	A725 N/B Raith Underpass	A725 N/B Raith Onslip	Main Carriageway	Lane 1, Lane 2	0.71
Grit	A725	A725 N/B Raith Onslip	A725 N/B Orbiston Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.51
Grit	A725	A725 N/B Orbiston Offslip	A725 N/B Strathclyde Business Park Onslip	Main Carriageway	Lane 1, Lane 2	2.57
Grit	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B M8 E/B Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.8
Grit	A725	A725 N/B M8 E/B Offslip	A725 N/B Shawhead South Junction Approach	Main Carriageway	Lane 1, Lane 2	0.3
Grit	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead South Approach	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.12
Grit	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead Central Junction approach	Main Carriageway	Lane 1, Lane 2	0.3
Grit	A725	A725 N/B Shawhead Central Junction	A725 Central Junction Right Turn onto A8 E/B Shawhead On-slip	Main Carriageway	Right turn lane	0.2
TF	A8	A8 E/B Shawhead On-slip	A8 E/B shawhead off-slip (via Euro / Showcase)	Main Carriageway		12.2
Grit	A8	A8 E/B Shawhead Offlsip	A8 E/B Shawhead Offslip (Left turn island)	Slip Road	Left Turn Filter	0.1
TF	A725	A8 E/B Shawhead Offslip (Left turn island)	A725 S/B North Road Junction	Main Carriageway		0.22
Grit	A725	A725 S/B North Road Junction	A725 S/B North Road Junction (Left turn)	Slip Road	Filter Lane	0.1
TF	-	A725 S/B North Road Left In	A725 S/B Diamond Offslip			3.99
Grit	A725	A725 S/B Diamond Offslip	A725 S/B Diamond Offslip	Slip Road	Lane 1, Lane 2	0.29
TF		A725 S/B Diamond Offslip	A725 S/B Diamond Onslip			0.1
Grit	A725	A725 S/B Diamond Onslip	A725 S/B Diamond Onslip	Slip Road	Lane 1, Lane 2	0.22
TF	-	A725 S/B Diamond Onslip	A725 S/B Bellziehill Offslip			0.2
Grit	A725	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.33
TF	-	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Onslip			0.2
Grit	A725	A725 S/B Bellziehill Onslip	A725 S/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.26

TF	-	A725 S/B Bellziehill Onslip	A725 S/B Orbiston Offslip			0.5
Grit	A725	A725 S/B Orbiston Offslip	A725 S/B Orbiston Offslip	Slip Road	Lane 1	0.26
TF	-	A725 S/B Orbiston Offslip	A725 S/B Orbiston Onslip			0.25
Grit	A725	A725 S/B Orbiston Onslip	A725 S/B Orbiston Onslip	Slip Road	Lane 1	0.18
TF	-	A725 S/B Orbiston Onslp	A725 S/B Raith Offslip			0.4
Grit	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip	Slip Road	Lane 1, Lane 2	0.4
Grit	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip Roundabout Approach	Slip Road	Lane 1, Lane 2, Lane 3	0.15
TF	A725	A725 S/B Raith Offslip =	A725 S/B Raith Onslip	Roundabout		0.3
Grit	A725	A725 S/B Raith Roundabout Onslip to start of the lane gane	A725 S/B Raith Roundabout Onslip	Slip Road	Lane 1, Lane 2/Hatching	0.44
TF	-	A725 S/B Raith Roundabout Onslip	A725 N/B A7071 Offslip			3.43
Grit	A725	A725 Offslip to A7071	A725 Offslip to A7071	Slip Road	Lane 1, Lane 2, Right Turn Filter	0.31
TF	A725	A725 Offslip to A7071	A725 N/B Raith Onslip			0.25
Grit	A725	A725 N/B Raith Onslip	A725 N/B Raith Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.48
TF	A725	A725 N/B Raith Onslip	A725 N/B Orbiston Offslip			0.5
Grit	A725	A725 N/B Orbiston Offslip	A725 N/B Orbiston Offslip	Slip Road	Lane 1	0.4
TF	A725	A725 N/B Offslip	Hamilton Rd Roundabout			0.1
Grit	A725	A725 Orbiston Combined Slip	End of W/B combined slip hatching	Slip Road	Lane 1	0.2
TF	A725	A725 Orbiston Combined Slip	A725 N/B Orbiston On-slip	Slip Road		0.3
Grit	A725	A725 N/B Orbiston Onslip	A725 N/B Orbiston Onslip	Slip Road	Lane 1	0.55
TF	-	A725 N/B Orbiston Onslip	A725 N/B Bellziehill Offslip			0.72
Grit	A725	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.23
TF	-	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Onslip			0.2
Grit	A725	A725 N/B Bellziehill Onslip	A725 N/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.37
TF	-	A725 N/B Belliehill Onslip	A725 N/B Diamond Offslip			0.2
Grit	A725	A725 N/B Diamond Offslip	A725 N/B Diamond Offlslip	Slip Road	Lane 1, Lane 2	0.25

TF	-	A725 N/B Diamond Offslip	A725 N/B Strathclyde Business Park Offslip			2.18
Grit	A725	A725 N/B Strathclyde Business Park Offslip	A725 N/B Strathclyde Business Park Offslip	Slip Road	Lane 1, Lane 2	0.29
TF	-	A725 N/B Strathclyde Business Park Offsllp	A725 N/B Strathclyde Business Park Onslip			0.23
Grit	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B Strathclyde Business Park Onslip	Slip Road	Lane 1	0.17
TF		A725 N/B Strathclyde Business Park Onslip	A8 W/B Shawhead Onslip			0.9
Grit	A8	A725 N/B to A8 W/B slip	A725 N/B to A8 W/B slip	Filter Lane	Lane 1	0.09
TF	A725	A725 N/B to A8 W/B slip	M8 W/B Eurocentral Onslip	Main Carriageway		9.3
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Eurocentral Onslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.63
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder, Lane 1, Hatching	0.27
Grit	m8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder Lane 1, Lane 2/Merge	0.75
TF	A725	M8 W/B Shawhead Offslip	A725 N/B to M8 E/B Link Road	Main Carriageway		4
Grit	A725	A725 N/B to M8 E/B Link Road	A725 N/B to M8 E/B Link Road - first slip (H/S, L1, Hatching, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching, Lane 2	0.93
Grit	M8	M8 E/B from A725 first slip	M8 E/B A725 lane gane	Main Carriageway	Hard Shoulder, Lane 1	0.39
Grit	M8	M8 E/B from A725 lane gane	M8 E/B Eurocentral Offlsip	Main Carriageway	Hard Shoulder, Lane 1	1.59
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Eurocentral Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching / Lane 1, Hatching, Lane 2	0.91
TF	-	M8 E/B Eurocentral Offslip (H/S, L1, L2)	Polmadie Depot			19.4

Route FP

Depot To Route (KM)	20.8	Time to Route (Mins)	15.6
Route to Depot (KM)	13.5	Gritting Speed (km/h)	19.58
Route Length (KM)	35.32	Route Treated Length (KM)	4.73
Route Time (Mins)	54.38	Route Litres (Brine)	424.57
Route Average Width (M)	3.00	Route Litre (Potassium Acetate)	9.11
		Route Average Speed (km/h)	38.97

Action	From	To	Distance (KM)
TF	Polmadie Depot	Eurocentral Footpath	20.8
Spray	Eurocentral	Carnbroe Footbridge	1.18
TF	Carbroe Footbridge	Shawhead Overbridge	1.556
Spray	A725 N/B Shawhead (exit from footbridge ramp)	A725 N/B Kirkshaws Rd Junction	0.25
TF	A725 N/B Kirkshaws Rd Junction	A725 North Alderston / Diamond EB	4.0
Spray	A725 North Alderston / Diamond EB	A725 North Alderston / Diamond WB	0.3
TF	A725 North Alderston / Diamond WB	A725 Footpath Orbiston	2.41
Spray	A725 Footpath Orbiston	A725 Footpath Strathclyde Park	0.682
Spray	A725 Footpath Strathclyde Park	A725 Raith Overbridge (North bridge)	0.313
Handspray	A725 Raith Overbridge (North Br.)	A725 Raith Overbridge (North bridge)	0.024
Spray	Raith Inner Footpath	Raith Inner Footpath	0.477
Handspray	Raith South Footbridge	Raith South Footbridge and ramp	0.172
Spray	Raith South Footbridge	A7071 /A725 Junction Footpath	0.103
Spray	A7071 /A725 Junction Footpath	A7071 Bellshill Road/ Hamilton Rd. Jct.	0.421
TF	A7071 Southbound Path	A7071 northbound path	0.2
Spray	A7071 Bellshill Rd/ Hamilton Rd. Jct.	A7071 /A725 Junction Footpath	0.36
TF	A7071/A725 Junction	M74 N/B Fallside Road	1.82
Spray	M74 N/B Fallside Road behind pier	M74 N/B Fallside Road behind pier	0.1
TF	M74 N/B Fallside Road	M74 N/B Old Mill Road	1.59
Spray	M74 N/B Old Mill Road behind pier	M74 N/B Old Mill Road behind pier	0.1
TF	M74 N/B Old Mill Road behind pier	M74 S/B Old Mill Road behind pier	4.88
Spray	M74 S/B Old Mill Road behind pier	M74 S/B Old Mill Road behind pier	0.1
TF	M74 S/B Old Mill Road behind pier	M74 S/B Fallside Road behind pier	1.59
Spray	M74 S/B Fallside Road behind pier	M74 S/B Fallside Road behind pier	0.1
TF	M74 S/B Fallside Road behind pier	M8 E/B Wardie Road	13.3
Spray	M8 E/B Wardie Road behind pier	M8 E/B Wardie Road behind pier	0.1
TF	M8 E/B Wardie Road	M8 E/B Easterhouse Road	0.74
Spray	M8 E/B Easterhouse Road pier	M8 E/B Easterhouse Road behind pier	0.1
TF	M8 E/B Easterhouse Road	Polmadie Depot	13.5

Resilience Route 1

Depot To Route (KM)	12.4	Time to Route (Mins)	11.63
Route to Depot (KM)	17.7	Gritting Speed (KM/HR)	60.93
Route Length (KM)	206.83	Route Treated Length (KM)	99.48
Route Time (Mins)	180.76	Route Tonnage (20g, Salt Only)	9.85
Route Average Width (M)	7.08	Route Average Speed (KM/HR)	68.65

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M8 E/B Junction 8 Onslip			12.4
Grit	M8	M8 E/B Junction 8 Onslip	M8 E/B Junction 8 Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.73
Grit	M8	M8 E/B Baillieston	M8 E/B Shawhead Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	3.67
Grit	M8	M8 E/B Shawhead Onslip	M8 E/B Eurocentral Offslip (L2, L3, L4)	Main Carriageway	Lane 2, Lane 3, Lane 4	2
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.29
Grit	M8	M8 E/B Chapelhall Offslip	M8 DBFO E/B Jct 6 Boundary (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.41
TF	-	M8 DBFO E/B Jct 6 Boundary	M8 DBFO W/B Jct 6 Boundary			13.1
Grit	M8	M8 DBFO W/B Jct 6 Boundary	M8 W/B Chapelhall Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.32
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Eurocentral Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.62
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (L3, L4)	Main Carriageway	Lane 3, Lane 4	1
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B immediately after Shawhead Offslip (L1, L2, L3)	Main Carriageway	Lane 1, Lane 2, Lane 3	0.36
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Baillieston Lane Drop (L2, L3)	Main Carriageway	Lane 2, Lane 3	3.87
Grit	M8	M8 W/B Baillieston Lane drop	M8 W/B 2nd baillieston slip (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.49
Grit	M8	M8 W/B Baillieston Offslip	M8 W/B at M73 lane gain (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1

Grit	M8	M8 W/B at M73 lane gain	M8 W/B Jct 10 DBFO Boundary (L2, L3)	Main Carriageway	Lane 2, Lane 3	2.89
TF	-	M8 W/B Jct 10 DBFO Boundary	M8 E/B Jct 10 DBFO Boundary			3.31
Grit	M8	M8 E/B Jct 10 DBFO Boundary	M8 E/B Jct 10 Lane Gane (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.41
Grit	M8	M8 E/B Jct 10 Lane Gane	M8 E/B M73 High Loop Lane Drop (L3, L4)	Main Carriageway	Lane 3, Lane 4	1.91
Grit	M8	M8 E/B M73 High Loop from the lane drop	M8 E/B Baillieston Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.48
Grit	M8	M8 E/B Baillieston Onslip	M8 E/B Shawhead Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	4.1
TF	-	M8 E/B Shawhead Overbridge	M8 E/B Eurocentral Offslip			1.95
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1
Grit	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.49
Grit	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.44
TF	-	M8 E/B Chapelhall Offslip	Chapelhall Link Road			0.66
Grit	A8	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout	Roundabout	Lane 1, Lane 2	0.338
Grit	Chapelhall North Link Road	Chapelhall North Link Road splitter at North Roundabout	Chapelhall North Link Road splitter at North Roundabout	Main Carriageway	Lane 1, Hatching	0.03
Grit	Chapelhall North Link Road	Chapelhall North Link Road - Chapelhall North Roundabout	Chapelhall North Link Road - (start of lane gane on the w/b approach)	Main Carriageway	West bound lane, eastbound lanes	0.07
Grit	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to North Roundabout)	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Main Carriageway	Westbound lane, Eastbound lane	0.07
Grit	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Westbound Lane, Eastbound lanes	0.04
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Lane 2	0.024

TF	-	Bo'ness Road North Roundabout	Bo'ness Road North Roundabout			0.32
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Hatching	0.04
Grit	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Main Carriageway		0.025
TF		A8 chapelhall North Roundabout	A8 E/B Newhouse Offslip			1.4
Grit	A8 APR	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Offslip	Slip Road	Lane 1, Lane 2	0.75
TF	-	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Onslip			0.14
Grit	A8 APR	A8 APR E/B Newhouse Onslip	A8 APR E/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.5
TF	-	A8 APR E/B Newhouse Onslip	A8 APR W/B Newhouse Offslip			15.31
Grit	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip (single lane / h/s)	Slip Road	Hard Shoulder, Lane 1	0.36
Grit	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip 2 lane & h/s)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.25
TF	-	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Onslip			0.13
Grit	A8 APR	A8 APR W/B Newhouse Onslip	A8 APR W/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.43
TF	-	A8 APR W/B Newhouse Roundabout Onslip	A8 APR W/B Chapelhall South Roundabout			1.82
Grit	A8	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout	Roundabout	Lane 1, Lane 2	0.353
Grit	Chapelhall South Link Road	Chapelhall South Link Road - Chapelhall South Roundbout	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Main Carriageway	Lane 1, Lane 2	0.24
TF	-	Bo'ness Road South Roundabout	Bo'ness Road South Roundabout			0.338
Grit	Chapelhall South Link Road	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Chapelhall South Link Road - Chapelhall South Roundbout	Main Carriageway	Lane 1, Lane 2	0.243
TF	-	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.2
Grit	Chapelhall Link Road	Chapelhall Link Road - Chapelhall South Roundabout	Chapelhall Link Road - Chapelhall North Roundabout	Main Carriageway	N/B, inluding entry and egress splitters	0.13
TF	-	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout			0.2

Grit	Chapelhall Link Road	Chapelhall Link Road Splitter from north rbt	Chapelhall Link Road Splitter from north rbt	Main Carriageway	Splitter	0.033
TF		Chapelhall Link Road - Chapelhall North Roundabout	Chapelhall Link Road - Chapelhall South Roundabout			0.09
Grit	Chapelhall Link Road	Chapelhall Link Road - Splitter at south Roundabout	Chapelhall Link Road - Splitter at south Roundabout	Main Carriageway	Lane 1	0.02
TF	-	A8 Chapelhall South Roundabout	M8 W/B Chapelhall Onslip			0.2
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapehall Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.46
Grit	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapelhall Onslip (H/S, L1, Hatching)	Slip Road	Hard Shoulder, Lane 1, Hatching area	0.39
Grit	M8	M8 W/B Chapehall Onslip	M8 W/B Eurocentral Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1.2
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1
Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder, Lane 1, Hatching	0.27
Grit	m8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder Lane 1, Lane 2/Merge	0.75
TF		M8 W/B Shawhead Offslip	M8 E/B Shawhead Onslip			3.79
Grit	A725	A725 N/B to M8 E/B Link Road	A725 N/B to M8 E/B Link Road - first slip (H/S, L1, Hatching, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching, Lane 2	0.93
Grit	M8	M8 E/B from A725 first slip	M8 E/B A725 lane gane	Main Carriageway	Hard Shoulder, Lane 1	0.39
Grit	M8	M8 E/B from A725 lane gane	M8 E/B Eurocentral Offlsip	Main Carriageway	Hard Shoulder, Lane 1	1.59
Grit	M8	M8 E/B Eurocentral Offslip	M8 E/B Eurocentral Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching / Lane 1, Hatching, Lane 2	0.91
TF	-	M8 E/B Eurocentral Offslip	M8 W/B Eurocentral Onslip			0.64
Grit	M8	M8 W/B Eurocentral Onslip	M8 W/B Eurocentral Onslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.63
TF		M8 W/B Eurocentrl Onslip	M8 W/B Shawhead Offslip			1.39

Grit	M8	M8 W/B Shawhead Offslip	M8 W/B Bailleston Offslip	Main Carriageway	Hard Shoulder, Lane 1	3.9
Grit	M8	M8 W/B Baillieston Offslip	M8 W/B Baillieston Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.92
TF	-	M8 W/B Baillieston Offslip	M8 W/B A8 Onslip			2.17
Grit	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Lane 1, Lane 2	0.68
Grit	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Hard Shoulder, Lane 1	0.23
TF	-	M8 W/B A8 Onslip	M8 W/B Jct 10 Offslip			2.2
Grit	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip	Slip Road	Left Turn Filter	0.03
TF	-	M8 W/B Jct 10 Offslip	M8 E/B Junction 10 Onslip			0.4
Grit	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 10 Onslip	Slip Road	All lanes	0.216
TF	-	M8 E/B Jct 10 Onslip	M8 E/B Wardie Road			0.471
Grit	M8	M8 E/B Wardie Road behind pier	M8 E/B Wardie Road behind pier	Emergency Lane	Emergency Lane	0.1
TF		M8 E/B Wardie Road	M8 E/B Jct 10 Offslip			0.8
Grit	M8	M8 E/B Easterhouse Road behind pier	M8 E/B Easterhouse Road behind pier	Emergency Lane	Emergency Lane	0.1
TF	-	M8 E/B Easterhouse Road	M8 E/B Offslip to A8 E/B			0.7
Grit	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1	0.056
Grit	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.653
TF	-	M8 E/B Offslip to A8 E/B	A8 W/B Showcase Onslip			2.7
Grit	A8	A8 W/B Showcase Combined Slip	A8 W/B Showcase Combined Slip	Slip Road	Off Slip / Onslip	0.14
Grit	A8	A8 W/b Showcase Onslip	A8 W/b Showcase Onslip	Slip Road	Lane 1	0.1
Grit	A8	A8 W/B Showcase Onslip	A8 W/B Bargeddie Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.62
Grit	A8	A8 Bargeddie Roundabout	A8 Bargedide Roundabout	Roundabout	Lane 1, Lane 2, :Lane 3	0.31
TF	-	A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.24
Grit	A8	A8 W/B Bargeddie Roundabout	A8 W/B Swinton Roundabout	Main Line	Lane 1, Lane 2	0.64
Grit	A8	A8 W/B Approach to Swinton Roundabout	A8 W/B Approach to Swinton Roundabout	Main Line	Lane 1, Lane 2, Lane 3	0.12

TF		A8 Swinton Roundabout	A8 Swinton Roundabout			0.4
Grit	A8	A8 E/B Swinton Roundabout	A8 E/B Bargeddie Roundabout	Main Carriageway	Lane 1, Lane 2	0.7
Grit	A8	A8 E/B Bargeddie Roundabout Approach	A8 E/B Bargeddie Roundabout Approach	Main Carriageway	Lane 1, Lane 2, Lane 3	0.15
TF		A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.3
Grit	A8	A8 E/B Bargeddie Roundabout	A8 E/B Eurocentral North Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	6.89
Grit	A8	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout	Roundabout	Lane 1, Lane 2	0.3
TF	-	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout			0.19
Grit	A8 APR	A8 APR E/B Eurocentral North Roundabout Diverge	A8 APR E/B Chapelhall North Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.34
TF	-	A8 APR E/B Chapelhall North Roundabout Merge	A8 APR E/B Chapelhall North Roundabout Diverge			0.16
Grit	A8 APR	A8 APR E/B Chapelhall North Roundabout Diverge	A8 APR E/B Newhouse Offsip	Main Carriageway	Lane 1, Lane 2	1.41
Grit	A8 APR	A8 APR E/B Newhouse Offsip	A8 APR/M8 E/B Merge - Start of Chevrons	Main Carriageway	Lane 1, Lane 2	1.59
Grit	A8 APR	A8 APR/M8 E/B Merge - Start of Chevrons	A8 APR / M8 E/B End of Merge	Slip Road	Lane 1, Lane 2, Hatching areas	0.65
TF	-	M8 E/B from end of A8 Merge	A8 APR W/B slip from M8 at Jct 6 Newhouse			13.57
Grit	A8	A8 APR W/B Slip from M8 at Jct 6	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	Main Carriageway	Lane 1, Lane 2, Hatching areas	0.57
Grit	A8	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	A8 APR W/B Chapelhall South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	3.13
TF		A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.3
Grit	A8 APR	A8 APR W/B Chapelhall South Roundabout Diverge	A8 APR W/B Eurocentral South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.35
Grit	A8	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout	Roundabout	Lane 1, Lane 2	0.3
TF	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24

Grit	Eurocentral Overbridge	A8 Eurocentral South Roundabout	A8 Eurocentral North Roundabout	Main Carriageway	Lane 1, Hatching	0.18
TF	-	Eurocentral North Roundabout	Eurocentral North Roundabout			0.24
Grit	Eurocentral Overbridge	A8 Eurocentral North Roundabout	A8 Eurocentral South Roundabout	Main Carriageway	S/B Lanes	1.15
TF	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24
Grit	A8	A8 W/B Eurocentral South Roundabout Diverge	A8 W/B Showcase Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	5.42
TF	-	A8 W/B Showcase Onslip	A8 E/B Showcase Offslip			3.1
Grit	A8	A8 E/B Showcase Offslip	A8 E/B Showcase Offslip	Slip Road	Lane 1	0.33
Grit	A8	A8 E/B Showcase Combined Slip	A8 E/B Showcase Combined Slip	Slip Road	Onslip, Offslip Lanes	0.1
Grit	A8	A8 E/B Showcase Offslip at splitter	A8 E/B Showcase Offslip at splitter	Slip Road	Lane 1	0.01
TF	-	A8 E/B Showcase Offslip	A8 E/B Showcase Onslip			0.11
Grit	A8	A8 E/B Showcase Onslip at splitter	A8 E/B Showcase Onslip at splitter	Slip Road	Lane 1	0.27
TF	-	A8 E/B Showcase combined slip	A8 E/B Showcase combined slip			0.056
Grit	A8	A8 E/B Showcase Onslip	A8 E/B Showcase Onslip	Slip Road	Lane 1	0.16
TF	-	A8 E/B Showcase Onslip	A8 E/B Shawhead Offslip			2.7
Grit	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip	Slip Road		0.16
Grit	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Offslip / Onslip	0.1
Grit	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Onslip / right turn filter lanes on offslip	0.13
Grit	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip		Right Turn Lane 1, Right Turn Lane 2	0.01
Grit	A725	A725 N/B Shawhead Central Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2	0.05
Grit	A725	A725 N/B Shawhead North Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2, Left turn filter	0.1
TF	-	A725 N/B Shawhead North junction	A725 S/B Shawhead North Junction			2.42
Grit	A725	A725 S/B Shawhead North Junction - Whifflet Street	A725 S/B South of Shawhead North Junction (L1, L2)	Main Carriageway	Lane 1, Lane 2	0.06

Grit	A725	A725 S/B South of Shawhead North Junction	A725 North of Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2, Left turn diverge lane to Shawhead Central	0.05
Grit	A725	A725 S/B North of Shawhead Central Junction	A725 S/B South of Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2, turning lanes	0.04
Grit	A725	A725 S/B South of Shawhead Central Junction	A8 W/B Shawhead onslip (2 lane section)	Main Carriageway	Lane 1, Lane 2	0.17
Grit	A725	A725 S/B Shawhead Offslip	A725 S/B Shawhead Offslip (Including right turning lane)	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.11
Grit	A725	A725 S/B Shawhead W/B Offslip	A725 S/B M8 W/B onslip (start of lane gane)	Main Carriageway	Lane 1, Lane 2	0.58
Grit	A725	A725 S/B M8 W/B Onslip	A725 S/B M8 W/B Onslip (to the slip merge)	Main Carriageway	Slip Lane, Lane 1, Lane 2	0.28
Grit	A725	A725 S/B M8 W/B Onslip	A725 S/B Orbiston Onslip	Main Carriageway	Lane 1, Lane 2	2.83
TF	-	A725 S/B Orbiston Onslip	A725 N/B Orbiston Offslip			2.58
Grit	A725	A725 N/B Orbiston Offslip	A725 N/B Strathclyde Business Park Onslip	Main Carriageway	Lane 1, Lane 2	2.57
Grit	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B M8 E/B Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.8
Grit	A725	A725 N/B M8 E/B Offslip	A725 N/B Shawhead South Junction Approach	Main Carriageway	Lane 1, Lane 2	0.3
Grit	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead South Approach	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.12
Grit	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead Central Junction approach	Main Carriageway	Lane 1, Lane 2	0.3
Grit	A725	A725 N/B Shawhead Central Junction	A725 N/B Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2, Central cross over area	0.025
TF	-	A725 N/B Shawhead Central Junction	A725 N/B Shawhead North Junction			0.069
Grit	A725	A725 N/B Onto Kirkshaws Road	A725 N/B Onto Kirkshaws Road	Junction	Lane 1, Lane 2	0.01
TF	-	A725 N/B Onto Kirkshaws Road	Shawhead Central Junction			0.7

Grit	A725	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	Junction	Left Turn Filter Lane, including the N/B right turn merge area	0.024
TF	-	A8/A725 E/B Shawhead Junction	A8 E/B Shawhead Onslip			0.22
Grit	A8 APR	A8 E/B Shawhead Onslip	A8 E/B Shawhead Onslip	Slip Road	Lane 1	0.167
TF	-	A8 E/B Shawhead Onslip	A8 E/B Carnbroe Offslip			1.1
Grit	A8 APR	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Offslip	Slip Road	Lane 1	0.1
TF	-	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Onslip			1.53
Grit	A8 APR	A8 E/B Carnbroe Onslip	A8 E/B Carnbroe Onslip	Slip Road	Lane 1	0.1
TF	-	A8 E/B Carnbroe Onslip	A8 W/B Shawhead Offslip			3.83
Grit	A8 APR	A8 APR W/B Shawhead Offslip	A8 APR W/B Shawhead Offslip	Slip Road	Lane 1	0.37
Grit	A8 APR	A8 APR W/B Combined Slip	A8 APR W/B Combined Slip	Slip Road	Offslip / Onslip Lane	0.1
Grit	A8	A8 W/B Shawhead Offslip	A8 W/B Shawhead Offslip	Slip Road	Lane 1, Lane 2	0.09
Grit	A725	A725 from A8 W/B Shawhead Offslip	A725 at B7070 North Road Merge	Across Junction	All lanes	0.07
TF	-	A725 / B7070 North Road Junction	A725 / B7070 North Road Junction			2.62
Grit	A725	A725 Shawhead South Junction from B7070 North Road	A725 Shawhead South Junction to A8 W/B Onslip	Across Junction	All lanes	0.1
Grit	A8	A8 W/B Shawhead Onslip	A8 W/B Shawhead Onslip	Slip Road	Lane 1, Hatching	0.12
TF	-	A8 E/B Shawhead Onslip - combined slip	A8 E/B Shawhead Onslip			0.16
Grit	A8 APR	A8 APR W/B Shawhead Onslip	A8 APR W/B Shawhead Onslip	Slip Road	Lane 1	0.13
TF	-	A8 APR W/B Shawhead Onslip	A8 APR W/B Showcase Offsip			2.38
Grit	A8 APR	A8 APR W/B Showcase Offslip	A8 APR W/B Showcase Offslip	Slip Road	Lane 1	0.086
TF	-	A8 W/B Showcase Offslip	A8 E/B Shawhead Onslip			3.9
Grit	A8	A8 E/B Shawhead Offlsip	A8 E/B Shawhead Offslip (Left turn island)	Slip Road	Left Turn Filter	0.1
TF		A725 S/B Shawhead Central	A725 S/B Shawhead South Junction			0.15

Grit	A725	A725 S/B North Road Junction	A725 S/B North Road Jct (Left in)	Slip Road	Filter Lane	0.1
TF	-	A725 S/B North Road Left In	A725 S/B Diamond Offslip			3.99
Grit	A725	A725 S/B Diamond Offslip	A725 S/B Diamond Offslip	Slip Road	Lane 1, Lane 2	0.29
TF		A725 S/B Diamond Offslip	A725 S/B Diamond Onslip			0.1
Grit	A725	A725 S/B Diamond Onslip	A725 S/B Diamond Onslip	Slip Road	Lane 1, Lane 2	0.22
TF	-	A725 S/B Diamond Onslip	A725 S/B Bellziehill Offslip			0.2
Grit	A725	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.33
TF	-	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Onslip			0.2
Grit	A725	A725 S/B Bellziehill Onslip	A725 S/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.26
TF	-	A725 S/B Bellziehill Onslip	A725 S/B Orbiston Offslip			0.5
Grit	A725	A725 S/B Orbiston Offslip	A725 S/B Orbiston Offslip	Slip Road	Lane 1	0.26
TF	-	A725 S/B Orbiston Offslip	A725 N/B Orbiston Onslip			
Grit	A725	A725 N/B Orbiston Onslip	A725 N/B Orbiston Onslip	Slip Road	Lane 1	0.55
TF	-	A725 N/B Orbiston Onslip	A725 N/B Bellziehill Offslip			0.72
Grit	A725	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.23
TF	-	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Onslip			0.2
Grit	A725	A725 N/B Bellziehill Onslip	A725 N/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.37
TF	-	A725 N/B Belliehill Onslip	A725 N/B Diamond Offslip			0.2
Grit	A725	A725 N/B Diamond Offslip	A725 N/B Diamond Offlslip	Slip Road	Lane 1, Lane 2	0.25
TF	-	A725 N/B Diamond Offslip	A725 N/B Strathclyde BP Offslip			2.18
Grit	A725	A725 N/B Strathclyde Business Park Offslip	A725 N/B Strathclyde BP Offslip	Slip Road	Lane 1, Lane 2	0.29
TF	-	A725 N/B Strathclyde Business Park Offsllp	A725 N/B Strathclyde BP Onslip			0.23

Grit	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B Strathclyde BP Onslip	Slip Road	Lane 1	0.17
TF		A725 N/B Strathclyde Business Park Onslip	A8 W/B Shawhead Onslip			0.9
Grit	A8	A725 N/B to A8 W/B slip	A725 N/B to A8 W/B slip	Filter Lane	Lane 1	0.042
TF	-	A8 W/B Shawhead Onslip	Polmadie Depot			17.7

Resilience Route 2

Depot To Route (KM)	14.2	Time to Route (Mins)	13.31
Route to Depot (KM)	12.1	Gritting Speed (KM/HR)	60.85
Route Length (KM)	109.12	Route Treated Length (KM)	93.48
Route Time (Mins)	185.73	Route Tonnage (20g, Salt Only)	9.79
Route Average Width (M)	7.48	Route Average Speed (KM/HR)	35.28

Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M73 S/B to M74 N/B Link Road			14.2
Grit	M73 to m74	M73 S/B to M74 N/B Link Road from the Daldowie slip	M73 S/B to M74 N/B Link Road (to the first slip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/ Hatching	0.77
Grit	M74	M74 N/B at M73 Lane Gane	M74 N/B Jct 3a (end of DBFO)	Main Carriageway	Hard Shoulder, Lane 1	0.54
TF	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Grit	M74	M74 S/B Jct 3a	M74 S/B Jct 4 (2nd slip to the M73 N/B)	Main Carriageway	Lane 2, Lane 3	0.71
Grit	M74	M74 S/B Jct 4 (2nd slip to the M73 N/B)	M73 S/B Jct 4 First M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatching, Lane 1, Lane 2	1.21
Grit	M74	M74 S/B Jct 4 First M73 Lane Gane	M74 S/B Jct 4 Second M73 Lane Gane	Main Carriageway	Lane 1, Lane 2, Lane 3	0.28
Grit	M74	M74 S/B Jct 4 Second Lane Gane	M74 S/B Bothwell Services Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	2.56
Grit	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Lane 2, Lane 3	0.33
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	0.44
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Lane 2, Lane 3	0.99
Grit	M74	M74 S/B Raith Onslip	M74 S/B Jct 6 DBFO Boundary	Main Carriageway	Lane 2, Lane 3, Lane 4	2.23
TF	-	M74 S/B Jct 6 DBFO Boundary	M74 N/B Jct 6 DBFO Boundary			10.46
Grit	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Onslip (end of lane gane	Main Carriageway	Lane 2, Lane 3	3.48
Grit	M74	M74 N/B Raith Onslip (End of lane Gane	M74 N/B Jct 4 Offslip	Main Carriageway	Lane 3, Lane 4	3.21
Grit	M74	M74 N/B Jct 4 Offslip	M74 N/B at M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatching, Lane 1, Lane 2	1.43
Grit	M74	M74 N/B M73 Lane Gane	M74 N/B Jct 3a DBFO Boundary	Main Carriageway	Lane 2, Lane 3	0.55

TF	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Grit	M74	M74 S/B Jct 3a DBFO Boundary	M74 S/B to M73 N/B Link Road Lane drop	Main Carriageway	Hard Shoulder, Lane 1, hatching	0.42
Grit	M74	M74 S/B to M73 N/B Link Road	M74 S/B to M73 N/B Link Road (Merge with the Daldowie Rd Onslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.68
TF	-	M74 S/B to M73 N/B Link Road	M73 S/B Junction 2 Onslip			3.27
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B Jct 2 Onslip	Slip Road	Hatching, Lane 1	0.317
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Hatching/Slip Road, Lane 1	0.557
Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Lane 1, Lane 2	0.82
Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.542
Grit	M73 to M74	M73 S/B to M74 S/B Link Road	M73 S/B to M74 S/B Link Road	Slip Road	Hard Shoulder/hatching, Lane 1, Lane 2	1.3
TF	-	M73 S/B to M74 S/B Link Road	M73 S/B Old Mill Road Bridge			0.7
Grit	M74	M74 S/B Behind Old Mill Road Pier	M74 S/B Behind Old Mill Road Pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 Old Mill Road	M74 Fallside Road			1.5
Grit	M74	M74 S/B Behind Fallside Road Pier	M74 S/B Behind Fallside Road Pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 S/B Behind Fallside Road Pier	M74 S/B Bothwell Services Offslip			0.1
Grit	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.3
TF	-	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip			0.5
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.88
Grit	M74	M74 S/B Raith	M74 S/B Hamilton (DBFO Boundary)	Main Carriageway	Hard Shoulder, Lane 1	2.23
TF	-	M74 S/B Junction 6 Offslip	M74 N/B Junction 6 Onslip			2.8
Grit	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Lane Gane	Main Carriageway	Hard Shoulder, Lane 1	3.5
TF		M74 N/B Raith Lane Gane	M74 N/B Fallside Road			0.6
Grit	M74	M74 N/B Fallside Road behind bridge pier	M74 N/B Fallside Road behind bridge pier	Emergency Lane	Emergency lane	0.1
TF		M74 N/B Fallside Road	M74 N/B Old Mill Road			1.5

Grit	M74	M74 N/B Old Mill Road behind bridge pier	M74 N/B Old Mill Road behind bridge pier	Emergency Lane	Emergency lane	0.1
TF	-	M74 N/B Old Mill Road behind bridge pier	M74 N/B Jct 3a Offslip			1.2
Grit	M74	M74 N/B Jct 3a offslip to Daldowie	M74 N/B Jct 3a offslip to Daldowie (to m73 merge)	Slip Road	Hard Shoulder, Lane 1	0.89
Grit	M74	M74 N/B Jct 3a Offslip to Daldowie from M73 Merge	M74 N/B Jct 3a Offslip - Daldowie Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.38
Grit	M74	M74 N/B Jct 3a Onslip	M74 N/B Jct 3a Onslip (to the DBFO Boundary on the slip)	Slip Road	Hard Shoulder, Lane 1, Hatching	0.61
TF	-	M74 N/B Jct 3a Onslip	M74 S/B Jct 3a Offslip			4.89
Grit	M74	M74 S/B Jct 3a Offslip	M74 S/B Jct 3a Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.58
TF	-	M74 S/B Jct 3a offslip	M74 A721 Onslip (Right turn)			1.14
Grit	M74	M74 S/B A721 Onslip (Right turn)	M74 S/B A721 Onslip (Right turn)	Slip Road	Lane 1	0.1
TF		M74 S/B A721 Onslip	M74 Raith Offslip			4.36
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1	0.17
Grit	A725	A725 N/B Raith Onslip	A725 N/B Raith Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.48
Grit	A725	A725 N/B Raith Onslip	A725 N/B Orbiston Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.56
Grit	A725	A725 N/B Orbiston Offslip	A725 N/B Orbiston Offslip	Slip Road	Lane 1	0.4
TF	-	A725 N/B Orbiston Offslip	A725 S/B Orbiston Onslip			0.25
Grit	A725	A725 S/B Orbiston Onslip	A725 S/B Orbiston Onslip	Slip Road	Lane 1	0.18
Grit	A725	A725 S/B Orbiston Onslip	A725 S/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	1.96
Grit	A725	A725 S/B Raith Underpass	A725 S/B Raith Roundabout Lane gane	Main Carriageway	Hatching, Lane 1	0.72
Grit	A725	A725 S/B Raith Lane gane	A725 S/B DBFO Boundary	Main Carriageway	Lane 1, Lane 2	0.2
TF	-	A725 S/B DBFO Boundary	A725 N/B DBFO Boundary			3.1
Grit	A725	A725 N/B DBFO Boundary	A725 N/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	0.47
Grit	A725	A725 N/B Raith Underpass	A725 N/B Raith Underpass	Main Carriageway	Hatching, Lane 1, Lane 2	0.42
Grit	A725	A725 N/B Raith Underpass	A725 N/B Raith Onslip	Main Carriageway	Lane 1, Lane 2	0.71

TF	-	A725 N/B Raith Onslip	A725 S/B Raith Offslip			2
Grit	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip	Slip Road	Lane 1, Lane 2	0.4
Grit	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip Roundabout Approach	Slip Road	Lane 1, Lane 2, Lane 3	0.15
Grit	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.8
TF	-	A725 Raith Roundabout	M74 S/B Raith Onslip			0.2
Grit	M74	M74 S/B Raith Onslip	M74 S/B Raith Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.36
TF	-	M74 S/B Jct 5 onslip	M74 N/B Hamilton Services Offslip			5.69
Grit	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Hard Shoulder, Lane 1	0.18
Grit	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Lane 1	0.11
TF	-	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Onslip			1.24
Grit	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Lane 1	0.1
Grit	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.24
TF	-	M74 N/B Hamilton Services	M74 N/B Raith Offslip			0.85
Grit	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.3
Grit	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Lane 1, Lane 2, Lane 3	0.2
Grit	A725	A725 S/B Raith Roundabout Onslip to start of the lane gane	A725 S/B Raith Roundabout Onslip	Slip Road	Lane 1, Lane 2/Hatching	0.44
TF	-	A725 S/B Raith Roundabout Onslip	A725 N/B A7071 Offslip			3.43
Grit	A725	A725 Offslip to A7071	A725 Offslip to A7071	Slip Road	Lane 1, Lane 2, Left Turn Filter	0.31
TF	-	A725 N/B Offslip to A7071	A725 Raith Roundabout			0.94
Grit	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 4	0.22
TF		A725 Raith Roundabout	A725 N/B Offslip to A7071			4.26
Grit	A725	A725 N/B Offslip to A7071	A725 N/B Offslip to A7071	Slip Road	Right Turn	0.1
Grit	M74	A7071 / A725 Junction	A7071/M74 free flow	Slip Road	Hatching, Lane 1	1
TF	-	A7071 Freeflow	M74 Onslip from A721 W/B (left turn)			6.7

Grit	M74	M74 Onslip from A721 W/B (left turn)	M74 Onslip from A721 W/B (left turn)	Slip Road	Lane 1	0.03
Grit	M74	M74 S/B A721 Onslip	M74 S/B A721 Onslip	Slip Road	Lane 1	0.52
Grit	M74	M73 S/B to M74 S/B Link Road from A721 onslip	M73 S/B to M74 S/B Link Road end of the link Road	Slip Road	Hard Shoulder, Lane 1	0.19
Grit	M74	M73 S/B to M73 S/B Link Road	M74 S/B Bothwell Services Offslip	Main Carriageway	Hard Shoulder, Lane 1	2.74
Grit	M74	M74 Bothwell Services Offslip	M74 Bothwell Services Offslip	Slip Road	All lanes	0.1
TF	-	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip			0.85
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Lane 1	0.1
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.1
Grit	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Hard Shoulder, Lane 1	0.54
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.2
Grit	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Lane 2, Lane 3	0.18
TF	-	M74 S/B Raith Offslip	Raith Roundabout - A7071 slip Road	-	-	0.513
Grit	A7071	A7071 Raith Roundabout slip	A7071 Bothwell / Hamilton Junction	Main Carriageway	Lane 1, Lane 2	0.65
TF		A7071 Bothwell Junction	A7071 Bothwell Junction			4.31
Grit	A7071	A7071 Bothwell / Hamilton Junction	A725 Raith Roundabout	Main Carriageway	Lane 1, Lane 2	0.64
TF		A725 / A7071 Raith Roundabout	M74 N/B Raith Onslip			0.11
Grit	M74	M74 N/B Raith Onslip	M74 N/B Raith Onslip	Slip Road	Lane 1 and hatchings	1.33
TF	-	M74 N/B Raith Onslip	M74 N/B A7071 Lane Gane			0.35
Grit	M74	M74 N/B A7071 lane gane	M74 N/B Jct 4 Offslip to M73	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	3.17
Grit	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.17
Grit	M73	M74 N/B to M73 N/B Link Road	M73 N/B to M8 Link Road	Main Carriageway	Lane 3, Lane 4	0.926
Grit	M73	M73 N/B to M8 Link Road	M73 N/B Jct 2 Offslip	Main Carriageway	Lane 2, Lane 3	0.65
Grit	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 3 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.2
TF	-	M73 N/B Jct 3 Offslip	M73 S/B Jct 3 Onslip			3
Grit	M73	M73 S/B Jct 3 Onslip	M73 S/B Jct 2 Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.3
Grit	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Lane 2, Lane 3	0.526

Grit	M73	M73 S/B High Loop Lane Gane	M73 S/B to M74 N/B & S/B Diverges	Main Carriageway	Lane 3, Lane 4	0.741
Grit	M73 to M74	M73 S/B to M74 N/B Link Road	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.792
Grit	M73	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1	0.305
TF	-	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 N/B Jct 1 Onslip			0.67
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip	Filter Lane	Lane 1	0.077
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip Merge with M74 S/B to M73 N/B Link Road	Slip Road	Hard Shoulder, Lane 1, Hatching	0.276
Grit	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder/hatching, Lane 1, Lane 2	0.818
Grit	M73	M73 from M74 Link Road Merge	M73 N/B M8 W/B Lane Drop	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.922
Grit	M73 to M8	M73 N/B to M8 W/B Link Road	M73 N/B to M8 W/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.33
Grit	M8	M8 W/B from M73 Lane Gain	M8 W/B Jct 10 DBFO Boundary	Main Carriageway	Hard Shoulder, Lane 1	2.94
TF	-	M8 W/B Jct 10 Boundary	M8 E/B Junction 10 boundary			3.221
Grit	M8	M8 E/b Junction 10 DBFO Boundary	M8 E/B Junction 10 Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.45
Grit	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 9 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.076
Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Hard Shoulder, Lane 1 Left Turn	0.345
TF	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 10 Onslip			2.22
Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip (including right turn)	Slip Road	Lane 1	0.14
Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip	Slip Road	Hard Shoulder, Lane 1	0.293
TF	-	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip			5.1
Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Right turn filter	0.026
TF	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 9 Onslip			0.298
Grit	M8	M8 W/B Jct 9 Onslip	M8 W/B Jct 9 Onslip	Slip Road	Hard Shoulder, Lane 1	0.505
TF	-	M8 W/B Jct 9 Onslip	M8 W/B Jct 10 Offslip			0.754
Grit	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip including right turn	Slip Road	Hard Shoulder, Lane 1	0.352
TF	-	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Onslip			1.048
Grit	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip	Slip Road	Left Turn filter	0.045
TF	-	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip			5.4

Grit	M8	M8 E/B Jct 9 Offslip	M8 E/B M73 S/B Link Road	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.991
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (start of A89 Offslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.261
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (end of A89 Offslip)	Slip Road	Lane 3	0.201
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1	0.245
Grit	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.41
TF	-	M8 E/B to M73 S/B Link Road	M73 N/B Jct 1 Onslip			2.31
Grit	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip right turn	Slip Road	Filter Lane	0.025
TF	-	M73 N/B Jct 1 Onslip	M73 N/B to M8 Lane Drop			2.02
Grit	M73	M73 N/B M8 Lane Drop	M73 N/B Jct 2 Offslip	Main Carriageway	Hard Shoulder / Hatching, Lane 1	0.574
Grit	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 2 Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.277
Grit	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout	Roundabout	Lane 1, Lane 2	0.81
TF	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.36
Grit	M73	M73 N/B Jct 2 Onslip	M73 N/B Jct 2 Onslip	Slip Road	Lane 1, Lane 2	0.481
TF	-	M73 N/B Jct 2 Onslip	M73 N/B Jct 2a Offslip			3.5
Grit	M73	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.37
TF	-	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Onslip			0.1
Grit	M73	M73 N/B Jct 2a Onslip	M73 N/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.35
TF	-	M73 N/B Jct 2a Onslip	M73 S/B Jct 2a Offslip			7.21
Grit	M73	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.31
TF	-	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Onslip			0.1
Grit	M73	M73 S/B Jct 2a Onslip	M73 S/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.42
TF	-	M73 S/B Jct 2a Onslip	M73 S/B Jct 2 Offslip			3.51
Grit	M73	M73 S/B Jct 2 Offslip	M73 S/B Jct 2 Offslip	Slip Road	Lane 1, Lane 2	0.48
TF	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.3
Grit	A8(M)	A8(M) W/B Baillieston Roundabout	A8 W/B Swinton Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.3

Grit	A8	A8 Swinton Roundabout	A8 Swinton Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.4
TF	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Grit	A8	A8 W/B Swinton Roundabout	A8 W/B Baillieston Cross	Main Carriageway	Lane 1, Lane 2	0.35
TF	-	A8 W/B Baillieston Cross	A8 E/B Baillieston Cross			0.14
Grit	A8	A8 E/B Baillieston Cross	A8 E/B Swinton Roundabout	Main Carriageway	Lane 1, Lane 2	0.34
TF	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Grit	A8(M)	A8 Swinton Roundabout	A8 Baillieston Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.4
TF	-	A8 Baillieston Roundabout	Polmadie Depot			12.1

ANNEX WSP 3 - OPERATIONAL SALT STOCK LEVELS

Table 1: Minimum Salt Stock Levels at Start of Season

Minimum Salt Stock Level (tonnes)
2,700

De-icing Material (i.e. Dry salt/ABP)	Location	Type (barn/open)	Min (tonnes) 1st Oct
Dry Salt (6.3mm Rock)	Polmadie	Barn	10,000 + 5,000 Strategic
Dry Salt (6.3mm Rock)	Larkhall	Barn	2700
Dry Salt (Marine)	Polmadie	Open (Covered)	40

Table 1A –Brine Production and Storage

Location	Type (saturator/storage only)	Capacity (L)	Min (L)
Polmadie	Saturator/store	20,000	10,000

Table 1B –Alternative De-Icing Materials Storage

Location	Material	Capacity (L)	Min (L)
Polmadie	Safecote	10,000	3,000
Polmadie	Potassium Acetate	2,000	1,000
Polmadie	Ecothaw+	30,000	TBC (Procured by TS)

ANNEX WSP 4 - NOT USED

ANNEX WSP 5 - WINTER SERVICE PLANT

Table 1: Frontline Winter Service Plant permanently available and located in the O&M Works Site for the Winter Service for carriageways shall be as Table 1

Type of Winter Service Plant	Vehicle Registration	Depot Location	Vehicle Capacity	Route Details	Plant Use* (i), (ii) (iii)
8 x 4 Spreader	PN74 DWU	Polmadie	12m^3	Precautionary treatment Route 1	(i), (ii) & (iii)
8 x 4 Spreader	PN74 DWP	Polmadie	12m^3	Precautionary treatment Route 2	(i), (ii) & (iii)
8 x 4 Spreader	PN74 DWO	Polmadie	12m^3	Precautionary treatment route 3	(i), (ii) & (iii)
8 x 4 Spreader	PN74 DWV	Polmadie	12m^3	Precautionary treatment route 4	(i), (ii) & (iii)

Please refer to Annex WSP 2 for precautionary treatment route details

Please refer to Appendix B for patrol route details

Key:

(i) precautionary treatment;

(ii) snow clearance up to 100 millimetres; and

(iii) Arrangements to comply with Section 3 of this Part 2 of these O&M Works Requirements.

Table 2: Front line Winter Service Plant permanently available and located in the O&M Works Site for the Winter Service for non motorised user facilities shall be as Table 2

Type of Winter Service Plant	Registration Number	Depot Location	Vehicle Capacity	Number of Vehicles	Plant Use
Pick-up	YE24 SVV	Polmadie	500L Hilltip SprayStriker Sprayers	1	Precautionary Treatments

Table 3: Reserve Winter Service Plant permanently available and located in the O&M Works Site for Winter Service for carriageway, non motorised user facilities and shall be as table 3

Type of Winter Service Plant	Registration Numbers	Depot Location	Vehicle Capacity	Number of Vehicles	Plant Use
8 x 4 Spreader	PN74 DWY	Polmadie	12m^3	1	(i)
8 x 4 Spreader	PF74 NPA	Polmadie	12m^3	1	(i)
7t Crewcab, 2 men & manual spreader	BG19 AUK BG19 AUM	Polmadie	3 tonnes	2	(ii)
Pick-up	MA22 VXJ	Polmadie	500L	1	(ii)

Key:

(i) carriageways; and

(ii) footways, footbridges and cycle facilities

Table 4: Additional Winter Service Plant provided through contingency arrangements with another party, the detail of the arrangement in respect of mobilisation

In the event additional plant is required we have a long standing arrangement with our suppliers, and where require will draw on this arrangement to supply alternative.

Table 5: Loading Service Plant permanently available and located at each loading point shall be as Table 5

Type of Winter Service Plant	Registration Number	Depot Location and Operator	Vehicle Capacity	Number of Vehicles
JCB 427 LOADER	TBC	Polmadie	3 cub m	1

Table 6: The O&M Works Contractors Office and Depot Details

Compound, Depot or Facility Name	Owner	Postal Address	Purpose	Access Arrangements	Contact Details	Facilities
Polmadie Depot	Transport Scotland	150 Polmadie Road, Polmadie, G5 0HD	Main O&M Office and Depot	Open during treatments.	[redacted]	Full Operational Facilities

ANNEX WSP 6 - LOCATION OF EXISTING ROAD / ICE SENSORS AND WEATHER STATIONS

Table 1: Location of Ice Sensors

Ice Station Number	Route	Site Name	Findlay Irvine / Vaisala	Surface Type	Camera
1	M73	Gartcosh	Vaisala	SMA	None
2	M8	Riddrie	Findlay Irvine	HRA	None
3	M8	Ballieston	Vaisala IOT	SMA	None
4	M8	Newhouse	Vaisala IOT	SMA	None
5	M74	Raith	Vaisala IOT	SMA	None
6	M8	Duntilland	Vaisala	SMA	Bi-Directional
7	A725	Crossbaskets	Findlay Irvine	SMA	Bi-Directional
8	M74	Canderside	Vaisala	SMA	Bi-Directional
9	M80	Old Inns	Vaisala	SMA	None

Sensors 1 to 4 are located within the O&M Works Site, with 3 further stations adjacent to the project area. All stations listed above will be interrogated regularly and information from these will be used when determining the decision on treatment.

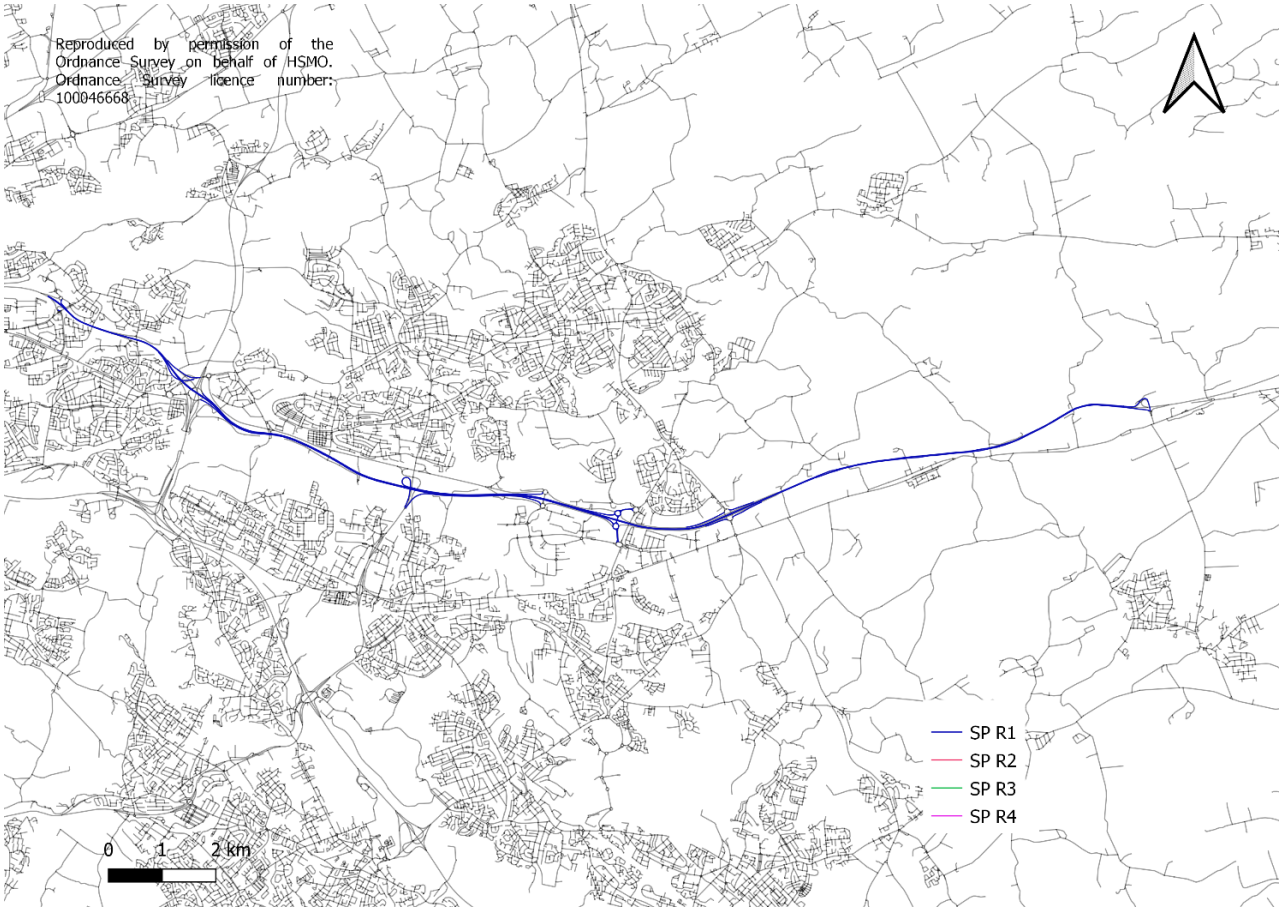
APPENDIX E -NON MOTORISED USER FACILITIES

The non-motorised user facilities are as per the O&M scheme reference drawings detailed in Appendix D

Appendix F – Snow Plans

Snow Plan Route 1 – M8

Depot To Route (KM)	12.4	Time to Route (Mins)	11.63
Route to Depot (KM)	20.8	Route Length (KM)	113.64
Route Time (Mins)	107.68	Route Tonnage (Salting during one Patrol)	14.8
Route Average Speed (km/h)	63.32		



Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M8 E/B Junction 8 Onslip			12.4
Patrol	M8	M8 E/B Junction 8 Onslip	M8 E/B Junction 8 Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.73
Patrol	M8	M8 E/B Baillieston	M8 E/B Shawhead Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	3.67
Patrol	M8	M8 E/B Shawhead Onslip	M8 E/B Eurocentral Offslip (L2, L3, L4)	Main Carriageway	Lane 2, Lane 3, Lane 4	2
Patrol	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.29
Patrol	M8	M8 E/B Chapelhall Offslip	M8 DBFO E/B Jct 6 Boundary (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.41
Patrol	M8	M8 DBFO E/B Jct 6 Boundary	M8 E/B Jct 5 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	6
Patrol	M8	M8 E/B Jct 5 Offslip	M8 E/B Jct 5 Offslip	Slip Road	Hard Shoulder, Lane 1	0.72

Patrol	M8	M8 W/B Jct 5 Onslip from the right turn layby	M8 W/B Jct 5 Onslip	Slip Road	Hard Shoulder, Lane 1 / Lane 1, Lane 2	0.42
Patrol	M8	M8 W/B Jct 5 Onsslip	M8 DBFO W/B Jct 6 Boundary	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	6.1
Patrol	M8	M8 DBFO W/B Jct 6 Boundary	M8 W/B Chapelhall Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	4.32
Patrol	M8	M8 W/B Chapelhall Onslip	M8 W/B Eurocentral Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	1.62
Patrol	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (L3, L4)	Main Carriageway	Lane 3, Lane 4	1
Patrol	M8	M8 W/B Shawhead Offslip	M8 W/B immediately after Shawhead Offslip (L2, L3)	Main Carriageway	Lane 1, Lane 2, Lane 3	0.36
Patrol	M8	M8 W/B Shawhead Offslip	M8 W/B Baillieston Lane Drop (L2, L3)	Main Carriageway	Lane 2, Lane 3	3.87
Patrol	M8	M8 W/B Baillieston Lane drop	M8 W/B 2nd baillieston slip (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.49
Patrol	M8	M8 W/B Baillieston Offslip	M8 W/B at M73 lane gain (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1
Patrol	M8	M8 W/B at M73 lane gain	M8 W/B Jct 10 DBFO Boundary (L2, L3)	Main Carriageway	Lane 2, Lane 3	2.89
Patrol	-	M8 W/B Jct 10 DBFO Boundary	M8 E/B Jct 10 DBFO Boundary			3.31
Patrol	M8	M8 E/B Jct 10 DBFO Boundary	M8 E/B Jct 10 Lane Gane (L2, L3)	Main Carriageway	Lane 2, Lane 3	0.41
Patrol	M8	M8 E/B Jct 10 Lane Gane	M8 E/B M73 High Loop Lane Drop (L3, L4)	Main Carriageway	Lane 3, Lane 4	1.91
Patrol	M8	M8 E/B M73 High Loop from the lane drop	M8 E/B Baillieston Onslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.48
Patrol	M8	M8 E/B Baillieston Onslip	M8 E/B Shawhead Onslip (L2, L3)	Main Carriageway	Lane 2, Lane 3	4.1
Patrol	-	M8 E/B Shawhead Overbridge	M8 E/B Eurocentral Offslip			1.95
Patrol	M8	M8 E/B Eurocentral Offslip	M8 E/B Chapelhall Offslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1
Patrol	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.49
Patrol	M8	M8 E/B Chapelhall Offslip	M8 E/B Chapelhall Offslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.44
Patrol	-	M8 E/B Chapelhall Offslip	Chapelhall Link Road			0.66
Patrol	A8	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout	Roundabout	Lane 1, Lane 2	0.338
Patrol	Chapelhall North Link Road	Chapelhall North Link Road splitter at North Roundabout	Chapelhall North Link Road splitter at North Roundabout	Main Carriageway	Lane 1, Hatching	0.03
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - Chapelhall North Roundabout	Chapelhall North Link Road - (start of lane	Main Carriageway	West bound lane,	0.07

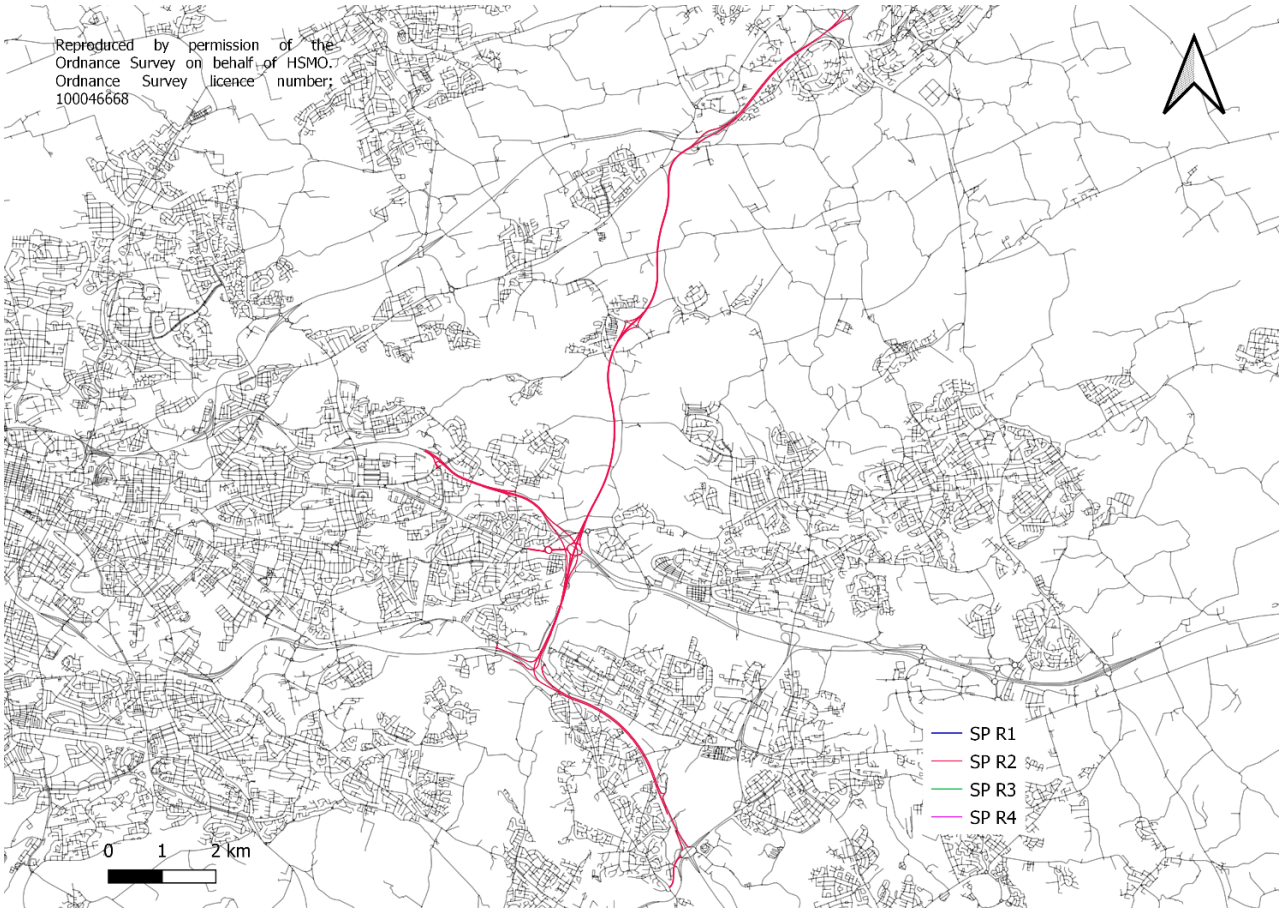
			gane on the w/b approach)		eastbound lanes	
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to North Roundabout)	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Main Carriageway	Westbound lane, Eastbound lane	0.07
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - (start of lane gane on the w/b approach to Bo'ness North Roundabout)	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Westbound Lane, Eastbound lanes	0.04
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Lane 2	0.024
Patrol	-	Bo'ness Road North Roundabout	Bo'ness Road North Roundabout			0.32
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Chapelhall North Link Road - splitter at Bo'ness Road North Roundabout	Main Carriageway	Lane 1, Hatching	0.04
Patrol	Chapelhall North Link Road	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Chapelhall North Link Road - splitter at Chapelhall North Roundabout	Main Carriageway		0.025
Patrol		A8 chapelhall North Roundabout	A8 E/B Newhouse Offslip			1.4
Patrol	A8 APR	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Offslip	Slip Road	Lane 1, Lane 2	0.75
Patrol	-	A8 APR E/B Newhouse Offslip	A8 APR E/B Newhouse Onslip			0.14
Patrol	A8 APR	A8 APR E/B Newhouse Onslip	A8 APR E/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.5
Patrol	-	A8 APR E/B Newhouse Onslip	M8 E/B Jct 5 Offslip			7.22
Patrol	M8	M8 E/B Jct 5 Offslip	M8 E/B Jct 5 Offslip	Slip Road	Hard Shoulder, Lane 1	0.72
Patrol	M8	M8 W/B Jct 5 Onslip from the right turn layby	M8 W/B Jct 5 Onsslip	Slip Road	Hard Shoulder, Lane 1 / Lane 1, Lane 2	0.42
Patrol	-	M8 W/B Jct 5 Onsslip	A8 W/B Newhouse offslip			7.17
Patrol	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip (single lane / h/s)	Slip Road	Hard Shoulder, Lane 1	0.36
Patrol	A8 APR	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Offslip 2 lane & h/s)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.25
Patrol	-	A8 APR W/B Newhouse Offslip	A8 APR W/B Newhouse Onslip			0.13

Patrol	A8 APR	A8 APR W/B Newhouse Onslip	A8 APR W/B Newhouse Onslip	Slip Road	Hard Shoulder, Lane 1	0.43
Patrol	-	A8 APR W/B Newhouse Roundabout Onslip	A8 APR W/B Chapelhall South Roundabout			1.82
Patrol	A8	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout	Roundabout	Lane 1, Lane 2	0.353
Patrol	Chapelhall South Link Road	Chapelhall South Link Road - Chapelhall South Roundbout	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Main Carriageway	Lane 1, Lane 2	0.24
Patrol	-	Bo'ness Road South Roundabout	Bo'ness Road South Roundabout			0.338
Patrol	Chapelhall South Link Road	Chapelhall South Link Road - Bo'Ness Road South Roundbout	Chapelhall South Link Road - Chapelhall South Roundbout	Main Carriageway	Lane 1, Lane 2	0.243
Patrol	-	A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.2
Patrol	Chapelhall Link Road	Chapelhall Link Road - Chapelhall South Roundabout	Chapelhall Link Road - Chapelhall North Roundabout	Main Carriageway	N/B, inluding entry and egress splitters	0.13
Patrol	-	A8 Chapelhall North Roundabout	A8 Chapelhall North Roundabout			0.2
Patrol	Chapelhall Link Road	Chapelhall Link Road Splitter from north rbt	Chapelhall Link Road Splitter from north rbt	Main Carriageway	Splitter	0.033
Patrol		Chapelhall Link Road - Chapelhall North Roundabout	Chapelhall Link Road - Chapelhall South Roundabout			0.09
Patrol	Chapelhall Link Road	Chapelhall Link Road - Splitter at south Roundabout	Chapelhall Link Road - Splitter at south Roundabout	Main Carriageway	Lane 1	0.02
Patrol	-	A8 Chapelhall South Roundabout	M8 W/B Chapelhall Onslip			0.2
Patrol	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapehall Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.46
Patrol	M8	M8 W/B Chapelhall Onslip	M8 W/B Chapelhall Onslip (H/S, L1, Hatching)	Slip Road	Hard Shoulder, Lane 1, Hatching area	0.39
Patrol	M8	M8 W/B Chapehall Onslip	M8 W/B Eurocentral Onslip (H/S, L1)	Main Carriageway	Hard Shoulder, Lane 1	1.2
Patrol	M8	M8 W/B Eurocentral Onslip	M8 W/B Shawhead Offslip (H/S, L1, L2)	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1
Patrol	M8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder, Lane 1, Hatching	0.27
Patrol	m8	M8 W/B Shawhead Offslip	M8 W/B Shawhead Offslip	Slip Road	Hard Shoulder Lane 1, Lane 2/Merge	0.75
Patrol		M8 W/B Shawhead Offslip	M8 E/B Shawhead Onslip			3.79

Patrol	A725	A725 N/B to M8 E/B Link Road	A725 N/B to M8 E/B Link Road - first slip (H/S, L1, Hatching, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching, Lane 2	0.93
Patrol	M8	M8 E/B from A725 first slip	M8 E/B A725 lane gane	Main Carriageway	Hard Shoulder, Lane 1	0.39
Patrol	M8	M8 E/B from A725 lane gane	M8 E/B Eurocentral Offlsip	Slip Road	Hard Shoulder, Lane 1	1.59
Patrol	M8	M8 E/B Eurocentral Offslip	M8 E/B Eurocentral Offslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Hatching / Lane 1, Hatching, Lane 2	0.91
Patrol	-	M8 E/B Eurocentral Offslip	M8 W/B Eurocentral Onslip			0.64
Patrol	M8	M8 W/B Eurocentral Onslip	M8 W/B Eurocentral Onslip (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.63
Patrol		M8 W/B Eurocentrl Onslip	M8 W/B Shawhead Offslip			1.39
Patrol	M8	M8 W/B Shawhead Offslip	M8 W/B Bailleston Offslip	Main Carriageway	Hard Shoulder, Lane 1	3.9
Patrol	M8	M8 W/B Baillieston Offslip	M8 W/B Baillieston Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.92
Patrol	-	M8 W/B Baillieston Offslip	M8 W/B A8 Onslip			2.17
Patrol	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Lane 1, Lane 2	0.68
Patrol	M8	M8 W/B A8 Onslip	M8 W/B A8 Onslip	Slip Road	Hard Shoulder, Lane 1	0.23
Patrol	-	M8 W/B A8 Onslip	M8 W/B Jct 10 Offslip			2.2
Patrol	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip	Slip Road	Left Turn Filter	0.03
Patrol	-	M8 W/B Jct 10 Offslip	M8 E/B Jct 10 Onslip			0.51
Patrol	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 10 Onslip	Slip Road	All lanes	0.28
Patrol	-	M8 E/B Jct 10 Onslip	M8 E/B Wardie Road			0.44
Patrol	M8	M8 E/B Wardie Road behind pier	M8 E/B Wardie Road behind pier	Emergency Lane	Emergency Lane	0.1
Patrol		M8 E/B Wardie Road	M8 E/B Jct 10 Offslip			0.8
Patrol	M8	M8 E/B Easterhouse Road behind pier	M8 E/B Easterhouse Road behind pier	Emergency Lane	Emergency Lane	0.1
Patrol	-	M8 E/B Easterhouse Road	M8 E/B Offslip to A8 E/B			0.7
Patrol	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1	0.056
Patrol	M8	M8 E/B Offslip to A8 E/B	M8 E/B Offslip to A8 E/B	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.653
TF	-	M8 E/B Offslip to A8 E/B	Polmadie Depot			20.8

Snow Plan Route 2 – M73/M80

Depot To Route (KM)	10.2	Time to Route (Mins)	9.56
Route to Depot (KM)	12.1	Route Length (KM)	107.89
Route Time (Mins)	107.89	Route Tonnage (Salting during one Patrol)	12.4
Route Average Speed (km/h)	62.43		



Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	A721 Onslip			10.2
Patrol	M74	M74 Onslip from A721 W/B (left turn)	M74 Onslip from A721 W/B (left turn)	Slip Road	Lane 1	0.03
Patrol	M74	M74 S/B A721 Onslip	M74 S/B A721 Onslip	Slip Road	Lane 1	0.52
Patrol	M74	M73 S/B to M74 S/B Link Road from A721 onslip	M73 S/B to M74 S/B Link Road end of the link Road	Slip Road	Hard Shoulder, Lane 1	0.19
Patrol	M74	M73 S/B to M73 S/B Link Road	M74 S/B Bothwell Services Offslip	Main Carriageway	Hard Shoulder, Lane 1	2.74
Patrol	M74	M74 Bothwell Services Offslip	M74 Bothwell Services Offslip	Slip Road	All lanes	0.1
Patrol	-	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip			0.85
Patrol	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Lane 1	0.1

Patrol	M74	M74 S/B Bothwell Services Onslip	M74 S/B Bothwell Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.1
Patrol	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Hard Shoulder, Lane 1	0.54
Patrol	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.2
Patrol	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Lane 2, Lane 3	0.18
Patrol	-	M73 S/B Raith Offslip	A725 Raith / A7071 Junction			0.64
Patrol	A7071	A7071 Raith Roundabout slip	A7071 Bothwell / Hamilton Junction	Main Carriageway	Lane 1, Lane 2	0.65
Patrol		A7071 Bothwell Junction	A7071 Bothwell Junction			4.31
Patrol	A7071	A7071 Bothwell / Hamilton Junction	A725 Raith Roundabout	Main Carriageway	Lane 1, Lane 2	0.64
Patrol		A725 / A7071 Raith Roundabout	M74 N/B Raith Onslip			0.11
Patrol	M74	M74 N/B Raith Onslip	M74 N/B Raith Onslip	Slip Road	Lane 1 and hatchings	1.33
Patrol	-	M74 N/B Raith Onslip	M74 N/B A7071 Lane Gane			0.35
Patrol	M74	M74 N/B A7071 lane gane	M74 N/B Jct 4 Offslip to M73	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	3.17
Patrol	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.17
Patrol	M73	M74 N/B to M73 N/B Link Road	M73 N/B to M8 Link Road	Main Carriageway	Lane 3, Lane 4	0.926
Patrol	M73	M73 N/B to M8 Link Road	M73 N/B Jct 2 Offslip	Main Carriageway	Lane 2, Lane 3	0.65
Patrol	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 3 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.2
Patrol	M73 to M80	M73 N/B to M80 N/B Link Road at Jct 3 Offslip	M73 N/B to M80 N/B Link Road at start of tiger tail (H/S, L1, L2)	Slip Road	Hard Shoulder, Lane 1, Lane 2	2.1
Patrol	M73 to M80	M73 N/B to M80 N/B Link Road Tiger Tail	M73 N/B to M80 N/B Link Road Tiger Tail	Slip Road	Hard Shoulder, Lane 1, Lane 2 and hatching	0.74
Patrol	M80	M80 N/B Mollinsburn	M80 N/B Cumbernauld / Kilsyth	Main Carriageay	Hard Shoulder, Lane 1, Lane 2	1
Patrol	M80	M80 N/B Cumbernauld / Kilsyth	M80 N/B Auchinkillins Junction	Main Carriageay	Hard Shoulder, Lane 1, Lane 2	0.77

Patrol	M80	M80 N/B Auchinkillins Offslip	M80 N/B Auchinkillins Offslip	Slip Road	Hard Shoulder, Lane 1	0.41
Patrol		M80 N/B Auchinkillins Offslip	M80 S/B Auchinkillins Onslip			0.35
Patrol	M80	M80 S/B Auchinkillins Onslip	M80 S/B Auchinkillins Onslip	Slip Road	Hard Shoulder, Lane 1	0.42
Patrol	M80	M80 S/B Auchinkillins Onslip	M80 S/B Cumbernauld Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.43
Patrol	M80	M80 S/B Cumbernauld Onslip	M80 S/B to M73 S/B Link Road	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	2.27
Patrol	M80 to M73	M80 S/B to M73 S/B Link Road	M80 S/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.95
Patrol	M73	M73 S/B from end of link road	M73 S/B Jct 2 Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	7.3
Patrol	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Lane 2, Lane 3	0.526
Patrol	M73	M73 S/B High Loop Lane Gane	M73 S/B to M74 N/B & S/B Diverges	Main Carriageway	Lane 3, Lane 4	0.741
Patrol	M73 to M74	M73 S/B to M74 N/B Link Road	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.792
Patrol	M73	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 S/B to M74 N/B Link Road diverge to Daldowie	Slip Road	Hard Shoulder, Lane 1	0.305
Patrol	-	M73 S/B to M74 N/B Link Road diverge to Daldowie	M73 N/B Jct 1 Onslip			0.67
Patrol	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip	Filter Lane	Lane 1	0.077
Patrol	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip Merge with M74 S/B to M73 N/B Link Road	Slip Road	Hard Shoulder, Lane 1, Hatching	0.276
Patrol	M74 to M73	M74 N/B to M73 N/B Link Road	M74 N/B to M73 N/B Link Road	Slip Road	Hard Shoulder/hatching, Lane 1, Lane 2	0.818
Patrol	M73	M73 from M74 Link Road Merge	M73 N/B M8 W/B Lane Drop	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.922
Patrol	M73 to M8	M73 N/B to M8 W/B Link Road	M73 N/B to M8 W/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.33
Patrol	M8	M8 W/B from M73 Lane Gain	M8 W/B Jct 10 DBFO Boundary	Main Carriageway	Hard Shoulder, Lane 1	2.94

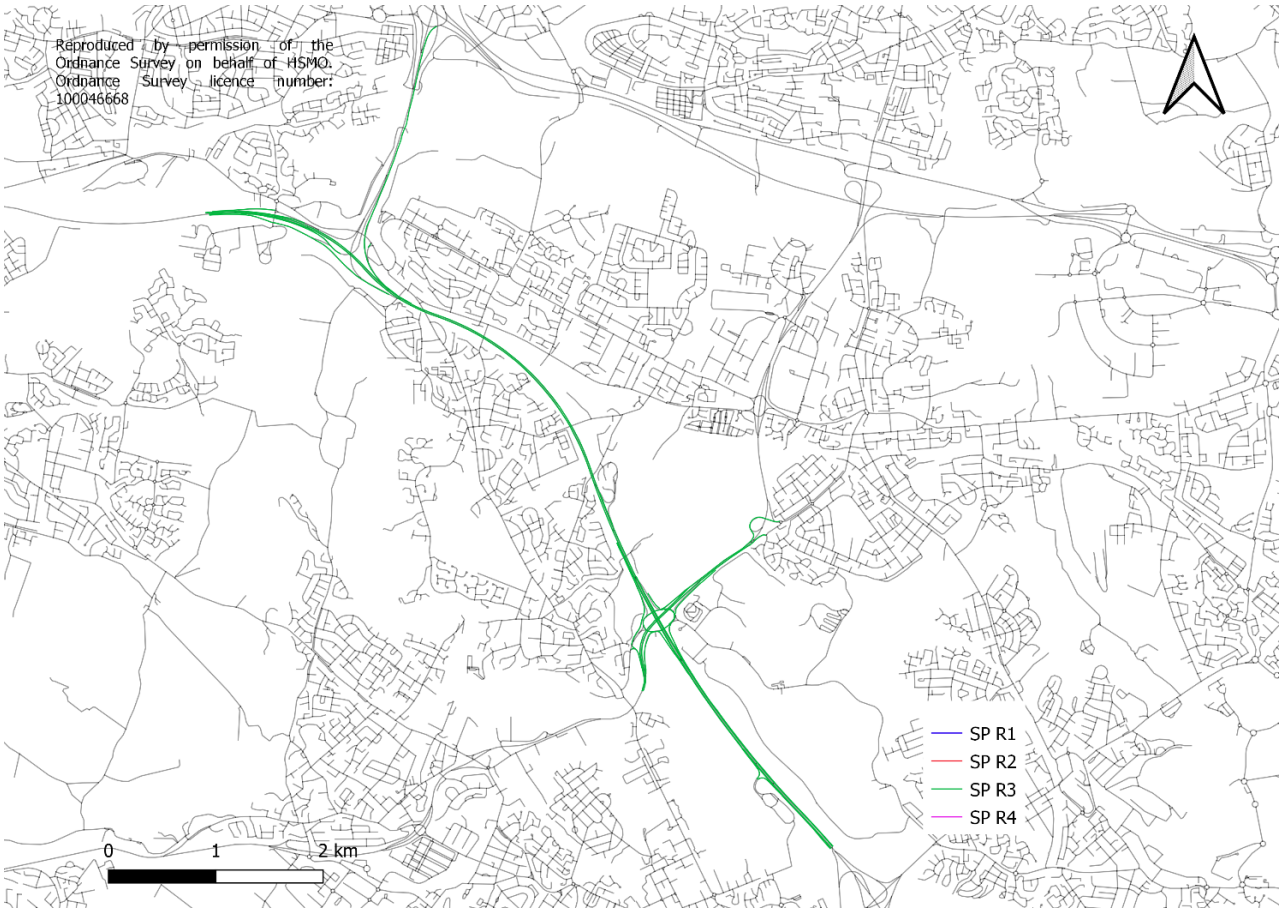
Patrol	M8	M8 E/b Junction 10 DBFO Boundary	M8 E/B Junction 10 Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.45
Patrol	M8	M8 E/B Jct 10 Onslip	M8 E/B Jct 9 Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.076
Patrol	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Hard Shoulder, Lane 1 Left Turn	0.345
Patrol	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 10 Onslip			2.22
Patrol	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip (including right turn)	Slip Road	Lane 1	0.14
Patrol	M8	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip			5.1
Patrol	M8	M8 E/B Jct 9 Offslip	M8 E/B Jct 9 Offslip	Slip Road	Right turn filter	0.026
Patrol	-	M8 E/B Jct 9 Offslip	M8 W/B Jct 9 Onslip			0.298
Patrol	M8	M8 W/B Jct 9 Onslip	M8 W/B Jct 9 Onslip	Slip Road	Hard Shoulder, Lane 1	0.505
Patrol	-	M8 W/B Jct 9 Onslip	M8 W/B Jct 10 Offslip			0.754
Patrol	M8	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Offslip including right turn	Slip Road	Hard Shoulder, Lane 1	0.352
Patrol	-	M8 W/B Jct 10 Offslip	M8 W/B Jct 10 Onslip			1.048
Patrol	M8	M8 W/B Jct 10 Onslip	M8 W/B Jct 10 Onslip	Slip Road	Left Turn filter	0.045
Patrol	-	M8 W/B Jct 10 Onslip	M8 E/B Jct 9 Offslip			5.4
Patrol	M8	M8 E/B Jct 9 Offslip	M8 E/B M73 S/B Link Road	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.991
Patrol	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (start of A89 Offslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.261
Patrol	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road (end of A89 Offslip)	Slip Road	Lane 3	0.201
Patrol	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1	0.245
Patrol	M8 to M73	M8 E/B to M73 S/B Link Road	M8 E/B to M73 S/B Link Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	1.41
Patrol	-	M8 E/B to M73 S/B Link Road	M73 N/B Jct 1 Onslip			2.31
Patrol	M73	M73 N/B Jct 1 Onslip	M73 N/B Jct 1 Onslip right turn	Slip Road	Filter Lane	0.025
Patrol	-	M73 N/B Jct 1 Onslip	M73 N/B to M8 Lane Drop			2.02

Patrol	M73	M73 N/B M8 Lane Drop	M73 N/B Jct 2 Offslip	Main Carriageway	Hard Shoulder / Hatching, Lane 1	0.574
Patrol	M73	M73 N/B Jct 2 Offslip	M73 N/B Jct 2 Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.277
Patrol	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout	Roundabout	Lane 1, Lane 2	0.81
Patrol	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.36
Patrol	M73	M73 N/B Jct 2 Onslip	M73 N/B Jct 2 Onslip	Slip Road	Lane 1, Lane 2	0.481
Patrol	-	M73 N/B Jct 2 Onslip	M73 N/B Jct 2a Offslip			3.5
Patrol	M73	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.37
Patrol	-	M73 N/B Jct 2a Offslip	M73 N/B Jct 2a Onslip			0.1
Patrol	M73	M73 N/B Jct 2a Onslip	M73 N/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.35
Patrol	-	M73 N/B Jct 2a Onslip	M73 N/B Jct 3 Offslip			2.12
Patrol	M73	M73 N/B Jct 3 Offslip	M73 N/B Jct 3 Offslip	Slip Road	Hard Shoulder, Lane 1 / Lane 1, Lane 2	0.68
Patrol	-	M73 N/B Jct 3 Offslip	M73 S/B Jct 3 Onslip			1
Patrol	M73	M73 S/B Jct 3 Onslip	M73 S/B Jct 3 Onslip	Slip Road		0.34
Patrol	-	M73 S/B Jct 3 Onslip	M73 S/B Jct 2a Offslip	-	-	3.1
Patrol	M73	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Offslip	Slip Road	Hard Shoulder, Lane 1	0.31
Patrol	-	M73 S/B Jct 2a Offslip	M73 S/B Jct 2a Onslip			0.1
Patrol	M73	M73 S/B Jct 2a Onslip	M73 S/B Jct 2a Onslip	Slip Road	Hard Shoulder, Lane 1	0.42
Patrol	-	M73 S/B Jct 2a Onslip	M73 S/B Jct 2 Offslip			3.51
Patrol	M73	M73 S/B Jct 2 Offslip	M73 S/B Jct 2 Offslip	Slip Road	Lane 1, Lane 2	0.48
Patrol	A8(M)	A8(M) Baillieston Roundabout	A8(M) Baillieston Roundabout			0.3
Patrol	A8(M)	A8(M) W/B Baillieston Roundabout	A8 W/B Swinton Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.3
Patrol	A8	A8 Swinton Roundabout	A8 Swinton Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.4
Patrol	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Patrol	A8	A8 W/B Swinton Roundabout	A8 W/B Baillieston Cross	Main Carriageway	Lane 1, Lane 2	0.35

Patrol	-	A8 W/B Baillieston Cross	A8 E/B Baillieston Cross			0.14
Patrol	A8	A8 E/B Baillieston Cross	A8 E/B Swinton Roundabout	Main Carriageway	Lane 1, Lane 2	0.34
Patrol	A8	A8 Swinton Roundabout	A8 Swinton Roundabout			0.2
Patrol	A8(M)	A8 Swinton Roundabout	A8 Baillieston Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.4
TF	-	A8 Baillieston Roundabout	Polmadie Depot			12.1

Snow Plan Route 3 – M74

Depot To Route (KM)	14.2	Time to Route (Mins)	13.31
Route to Depot (KM)	14.4	Route Length (KM)	123.72
Route Time (Mins)	103.07	Route Tonnage (Salting during one Patrol)	9.09
Route Average Speed (km/h)	70.98		



Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	M73 S/B to M74 N/B Link Road			14.2
Patrol	M73 to m74	M73 S/B to M74 N/B Link Road from the Daldowie slip	M73 S/B to M74 N/B Link Road (to the first slip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/ Hatching	0.77
Patrol	M74	M74 N/B at M73 Lane Gane	M74 N/B Jct 3a (end of DBFO)	Main Carriageway	Hard Shoulder, Lane 1	0.54
Patrol	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Patrol	M74	M74 S/B Jct 3a	M74 S/B Jct 4 (2nd slip to the M73 N/B)	Main Carriageway	Lane 2, Lane 3	0.71
Patrol	M74	M74 S/B Jct 4 (2nd slip to the M73 N/B)	M73 S/B Jct 4 First M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatching, Lane 1, Lane 2	1.21
Patrol	M74	M74 S/B Jct 4 First M73 Lane Gane	M74 S/B Jct 4 Second M73 Lane Gane	Main Carriageway	Lane 1, Lane 2, Lane 3	0.28

Patrol	M74	M74 S/B Jct 4 Second Lane Gane	M74 S/B Bothwell Services Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	2.56
Patrol	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Lane 2, Lane 3	0.33
Patrol	M74	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip	Main Carriageway	Lane 2, Lane 3, Lane 4	0.44
Patrol	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Lane 2, Lane 3	0.99
Patrol	M74	M74 S/B Raith Onslip	M74 S/B Jct 6 DBFO Boundary	Main Carriageway	Lane 2, Lane 3, Lane 4	2.23
Patrol	-	M74 S/B Jct 6 DBFO Boundary	M74 N/B Jct 6 DBFO Boundary			10.46
Patrol	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Onslip (end of lane gane	Main Carriageway	Lane 2, Lane 3	3.48
Patrol	M74	M74 N/B Raith Onslip (End of lane Gane	M74 N/B Jct 4 Offslip	Main Carriageway	Lane 3, Lane 4	3.21
Patrol	M74	M74 N/B Jct 4 Offslip	M74 N/B at M73 Lane Gane	Main Carriageway	Hard Shoulder/Hatching, Lane 1, Lane 2	1.43
Patrol	M74	M74 N/B M73 Lane Gane	M74 N/B Jct 3a DBFO Boundary	Main Carriageway	Lane 2, Lane 3	0.55
Patrol	-	M74 N/B Jct 3a DBFO Boundary	M74 S/B Jct 3a DBFO Boundary			4.86
Patrol	M74	M74 S/B Jct 3a DBFO Boundary	M74 S/B to M73 N/B Link Road Lane drop	Main Carriageway	Hard Shoulder, Lane 1, hatching	0.42
Patrol	M74	M74 S/B to M73 N/B Link Road	M74 S/B to M73 N/B Link Road (Merge with the Daldowie Rd Onslip)	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.68
Patrol	-	M74 S/B to M73 N/B Link Road	M73 S/B Junction 2 Onslip			3.27
Patrol	M73	M73 S/B Jct 2 Onslip	M73 S/B Jct 2 Onslip	Slip Road	Hatching, Lane 1	0.317
Patrol	M73	M73 S/B Jct 2 Onslip	M73 S/B High Loop Lane Gane	Main Carriageway	Hatching/Slip Road, Lane 1	0.557
Patrol	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Lane 1, Lane 2	0.82
Patrol	M73	M73 S/B High Loop Lane Gane	M73 S/B M74 N/B & S/B Diverges	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	0.542
Patrol	M73 to M74	M73 S/B to M74 S/B Link Road	M73 S/B to M74 S/B Link Road	Slip Road	Hard Shoulder/hatching, Lane 1, Lane 2	1.3
Patrol	-	M73 S/B to M74 S/B Link Road	M73 S/B Old Mill Road Bridge			0.7
Patrol	M74	M74 S/B Behind Old Mill Road Pier	M74 S/B Behind Old Mill Road Pier	Emergency Lane	Emergency lane	0.1
Patrol	-	M74 Old Mill Road	M74 Fallside Road			1.5

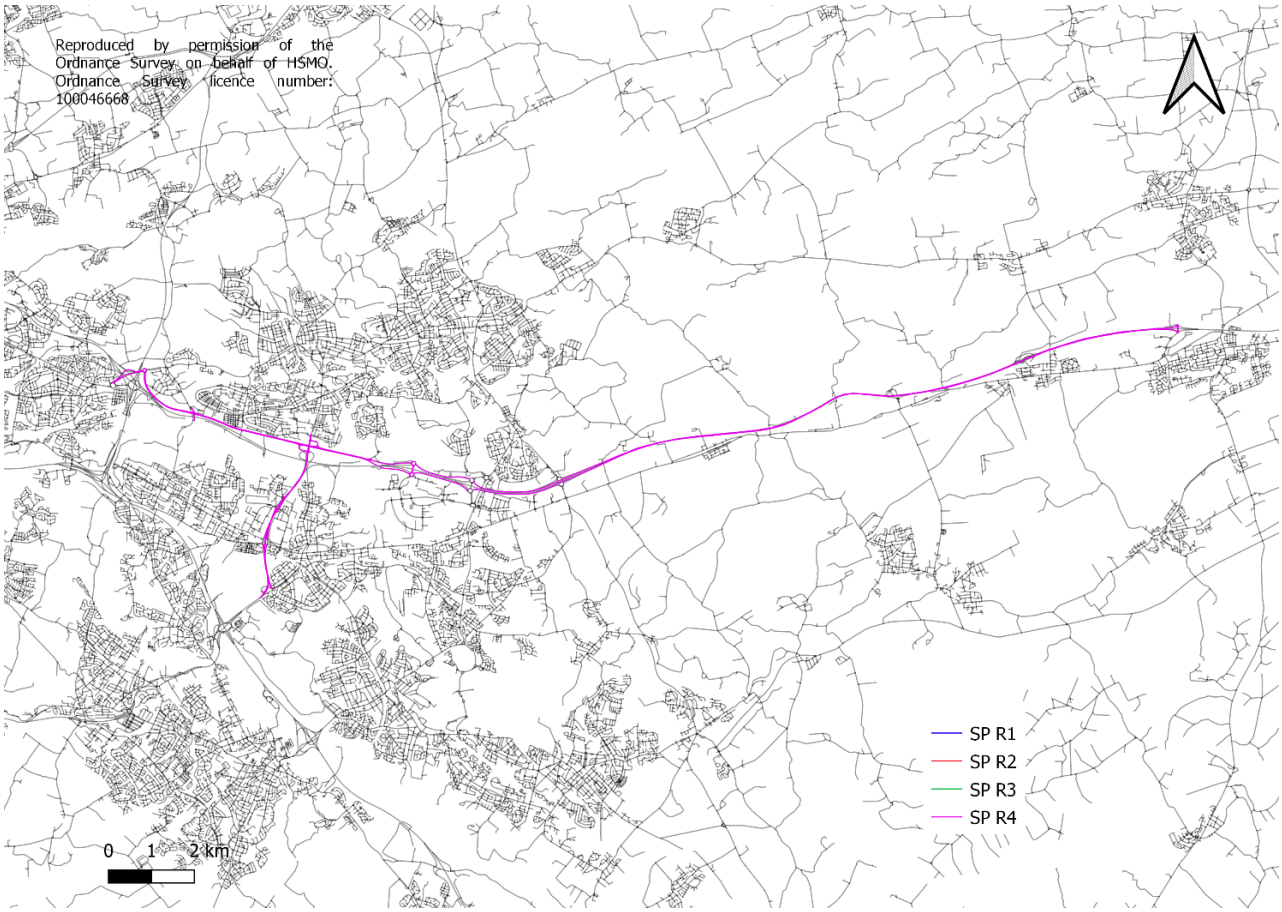
Patrol	M74	M74 S/B Behind Fallside Road Pier	M74 S/B Behind Fallside Road Pier	Emergency Lane	Emergency lane	0.1
Patrol	-	M74 S/B Behind Fallside Road Pier	M74 S/B Bothwell Services Offslip			0.1
Patrol	M74	M74 S/B Bothwell Services Offslip	M74 S/B Bothwell Services Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.3
Patrol	-	M74 S/B Bothwell Services Onslip	M74 S/B Raith Offslip			0.5
Patrol	M74	M74 S/B Raith Offslip	M74 S/B Raith Onslip	Main Carriageway	Hard Shoulder, Lane 1	0.88
Patrol	M74	M74 S/B Raith	M74 S/B Hamilton (DBFO Boundary)	Main Carriageway	Hard Shoulder, Lane 1	2.23
Patrol	-	M74 S/B Junction 6 Offslip	M74 N/B Junction 6 Onslip			2.8
Patrol	M74	M74 N/B Jct 6 DBFO Boundary	M74 N/B Raith Lane Gane	Main Carriageway	Hard Shoulder, Lane 1	3.5
Patrol		M74 N/B Raith Lane Gane	M74 N/B Fallside Road			0.6
Patrol	M74	M74 N/B Fallside Road behind bridge pier	M74 N/B Fallside Road behind bridge pier	Emergency Lane	Emergency lane	0.1
Patrol		M74 N/B Fallside Road	M74 N/B Old Mill Road			1.5
Patrol	M74	M74 N/B Old Mill Road behind bridge pier	M74 N/B Old Mill Road behind bridge pier	Emergency Lane	Emergency lane	0.1
Patrol	-	M74 N/B Old Mill Road behind bridge pier	M74 N/B Jct 3a Offslip			1.2
Patrol	M74	M74 N/B Jct 3a offslip to Daldowie	M74 N/B Jct 3a offslip to Daldowie (to m73 merge)	Slip Road	Hard Shoulder, Lane 1	0.89
Patrol	M74	M74 N/B Jct 3a Offslip to Daldowie from M73 Merge	M74 N/B Jct 3a Offslip - Daldowie Road	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.38
Patrol	M74	M74 N/B Jct 3a Onslip	M74 N/B Jct 3a Onslip (to the DBFO Boundary on the slip)	Slip Road	Hard Shoulder, Lane 1, Hatching	0.61
Patrol	-	M74 N/B Jct 3a Onslip	M74 S/B Jct 3a Offslip			4.89
Patrol	M74	M74 S/B Jct 3a Offslip	M74 S/B Jct 3a Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.58
Patrol	-	M74 S/B Jct 3a offslip	M74 A721 Onslip (Right turn)			1.14
Patrol	M74	M74 S/B A721 Onslip (Right turn)	M74 S/B A721 Onslip (Right turn)	Slip Road	Lane 1	0.1
Patrol		M74 S/B A721 Onslip	M74 Raith Offslip			4.36
Patrol	M74	M74 S/B Raith Offslip	M74 S/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1	0.17

Patrol	A725	A725 N/B Raith Onslip	A725 N/B Raith Onslip (L1, L2)	Slip Road	Lane 1, Lane 2	0.48
Patrol	A725	A725 N/B Raith Onslip	A725 N/B Orbiston Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.56
Patrol	A725	A725 N/B Orbiston Offslip	A725 N/B Orbiston Offslip	Slip Road	Lane 1	0.4
Patrol	-	A725 N/B Orbiston Offslip	A725 S/B Orbiston Onslip			0.25
Patrol	A725	A725 S/B Orbiston Onslip	A725 S/B Orbiston Onslip	Slip Road	Lane 1	0.18
Patrol	A725	A725 S/B Orbiston Onslip	A725 S/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	1.96
Patrol	A725	A725 S/B Raith Underpass	A725 S/B Raith Roundabout Lane gane	Main Carriageway	Hatching, Lane 1	0.72
Patrol	A725	A725 S/B Raith Lane gane	A725 S/B DBFO Boundary	Main Carriageway	Lane 1, Lane 2	0.2
Patrol	-	A725 S/B DBFO Boundary	A725 N/B DBFO Boundary			3.1
Patrol	A725	A725 N/B DBFO Boundary	A725 N/B Raith Underpass	Main Carriageway	Lane 1, Lane 2	0.47
Patrol	A725	A725 N/B Raith Underpass	A725 N/B Raith Underpass	Main Carriageway	Hatching, Lane 1, Lane 2	0.42
Patrol	A725	A725 N/B Raith Underpass	A725 N/B Raith Onslip	Main Carriageway	Lane 1, Lane 2	0.71
Patrol	A725	A725 N/B Raith Onslip	A725 S/B Raith Offslip			2
Patrol	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip	Slip Road	Lane 1, Lane 2	0.4
Patrol	A725	A725 S/B Raith Offslip	A725 S/B Raith Offslip Roundabout Approach	Slip Road	Lane 1, Lane 2, Lane 3	0.15
Patrol	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 1, Lane 2, Lane 3	0.8
Patrol		A725 Raith Roundabout	M74 S/B Raith Onslip			0.2
Patrol	M74	M74 S/B Raith Onslip	M74 S/B Raith Onslip	Slip Road	Hard Shoulder, Lane 1, Lane 2/Hatching	0.36
Patrol	-	M74 S/B Jct 5 onslip	M74 N/B Hamilton Services Offslip			5.69
Patrol	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Hard Shoulder, Lane 1	0.18
Patrol	M74	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Offslip	Slip Road	Lane 1	0.11
Patrol	-	M74 N/B Hamilton Services Offslip	M74 N/B Hamilton Services Onslip			1.24
Patrol	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Lane 1	0.1
Patrol	M74	M74 N/B Hamilton Services Onslip	M74 N/B Hamilton Services Onslip	Slip Road	Hard Shoulder, Lane 1	0.24

Patrol	-	M74 N/B Hamilton Services	M74 N/B Raith Offslip			0.85
Patrol	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Hard Shoulder, Lane 1, Lane 2	0.3
Patrol	M74	M74 N/B Raith Offslip	M74 N/B Raith Offslip	Slip Road	Lane 1, Lane 2, Lane 3	0.2
Patrol	A725	A725 S/B Raith Roundabout Onslip to start of the lane gane	A725 S/B Raith Roundabout Onslip	Slip Road	Lane 1, Lane 2/Hatching	0.44
Patrol	-	A725 S/B Raith Roundabout Onslip	A725 N/B A7071 Offslip			3.43
Patrol	A725	A725 Offslip to A7071	A725 Offslip to A7071	Slip Road	Lane 1, Lane 2, Left Turn Filter	0.31
Patrol	-	A725 N/B Offslip to A7071	A725 Raith Roundabout			0.94
Patrol	A725	A725 Raith Roundabout	A725 Raith Roundabout	Roundabout	Lane 4	0.22
Patrol		A725 Raith Roundabout	A725 N/B Offslip to A7071			4.26
Patrol	A725	A725 N/B Offslip to A7071	A725 N/B Offslip to A7071	Slip Road	Right Turn	0.1
Patrol	M74	A7071 / A725 Junction	A7071/M74 free flow	Slip Road	Hatching, Lane 1	1
TF	-	M74 Raith Interchange	Polmadie Depot			14.4

Snow Plan Route 4 – A8/M8

Depot To Route (KM)	14.3	Time to Route (Mins)	13.41
Route to Depot (KM)	17.7	Route Length (KM)	119.46
Route Time (Mins)	112.72	Route Tonnage (Salting during one Patrol)	19.92
Route Average Speed (KM/HR)	63.59		



Action	Road	From	To	Carriageway / Slip	Treated Lanes	Distance (KM)
TF	-	Polmadie Depot	A8 W/B Showcase Onslip			14.3
Patrol	A8	A8 W/B Showcase Combined Slip	A8 W/B Showcase Combined Slip	Slip Road	Off Slip / Onslip	0.14
Patrol	A8	A8 W/b Showcase Onslip	A8 W/b Showcase Onslip	Slip Road	Lane 1	0.1
Patrol	A8	A8 W/B Showcase Onslip	A8 W/B Bargeddie Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	1.62
Patrol	A8	A8 Bargeddie Roundabout	A8 Bargedide Roundabout	Roundabout	Lane 1, Lane 2, :Lane 3	0.31
Patrol	-	A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.24
Patrol	A8	A8 W/B Bargeddie Roundabout	A8 W/B Swinton Roundabout	Main Line	Lane 1, Lane 2	0.64
Patrol	A8	A8 W/B Approach to Swinton Roundabout	A8 W/B Approach to Swinton Roundabout	Main Line	Lane 1, Lane 2, Lane 3	0.12

Patrol		A8 Swinton Roundabout	A8 Swinton Roundabout			0.4
Patrol	A8	A8 E/B Swinton Roundabout	A8 E/B Bargeddie Roundabout	Main Carriageway	Lane 1, Lane 2	0.7
Patrol	A8	A8 E/B Bargeddie Roundabout Approach	A8 E/B Bargeddie Roundabout Approach	Main Carriageway	Lane 1, Lane 2, Lane 3	0.15
Patrol		A8 Bargeddie Roundabout	A8 Bargeddie Roundabout			0.3
Patrol	A8	A8 E/B Bargeddie Roundabout	A8 E/B Eurocentral North Roundabout	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	6.89
Patrol	A8	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout	Roundabout	Lane 1, Lane 2	0.3
Patrol	-	A8 Eurocentral North Roundabout	A8 Eurocentral North Roundabout			0.19
Patrol	A8 APR	A8 APR E/B Eurocentral North Roundabout Diverge	A8 APR E/B Chapelhall North Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.34
Patrol	-	A8 APR E/B Chapelhall North Roundabout Merge	A8 APR E/B Chapelhall North Roundabout Diverge			0.16
Patrol	A8 APR	A8 APR E/B Chapelhall North Roundabout Diverge	A8 APR E/B Newhouse Offsip	Main Carriageway	Lane 1, Lane 2	1.41
Patrol	A8 APR	A8 APR E/B Newhouse Offsip	A8 APR/M8 E/B Merge - Start of Chevrons	Main Carriageway	Lane 1, Lane 2	1.59
Patrol	A8 APR	A8 APR/M8 E/B Merge - Start of Chevrons	A8 APR / M8 E/B End of Merge	Slip Road	Lane 1, Lane 2, Hatching areas	0.65
Patrol	M8	M8 E/B From A8 Merge	M8 E/B Jct 4a Offslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	12.9
Patrol	M8	M8 E/B Jct 4a Offslip	M8 E/B Jct 4a Offslip	Slip Road	Hard Shoulder, Lane 1	0.53
Patrol	-	M8 E/B Jct 4a Offslip	M8 W/B Jct 4a Onsiip			0.31
Patrol	M8	M8 W/B Jct 4a Onslip	M8 W/B Jct 4a Onslip	Slip Road	Hard Shoulder, Lane 1	0.41
Patrol	M8	M8 W/B Jct 4a Onslip	A8 W/B Newhouse Offslip	main Carriageway	Hard Shoulder, Lane 1	13
Patrol	A8	A8 APR W/B Slip from M8 at Jct 6	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	Main Carriageway	Lane 1, Lane 2, Hatching areas	0.57
Patrol	A8	A8 APR W/B end of Jct 6 hatchings (2nd slip road)	A8 APR W/B Chapelhall South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	3.13
Patrol		A8 Chapelhall South Roundabout	A8 Chapelhall South Roundabout			0.3
Patrol	A8 APR	A8 APR W/B Chapelhall South Roundabout Diverge	A8 APR W/B Eurocentral South Roundabout Merge	Main Carriageway	Lane 1, Lane 2	1.35

Patrol	A8	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout	Roundabout	Lane 1, Lane 2	0.3
Patrol	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24
Patrol	Eurocentral Overbridge	A8 Eurocentral South Roundabout	A8 Eurocentral North Roundabout	Main Carriageway	Lane 1, Hatching	0.18
Patrol	-	Eurocentral North Roundabout	Eurocentral North Roundabout			0.24
Patrol	Eurocentral Overbridge	A8 Eurocentral North Roundabout	A8 Eurocentral South Roundabout	Main Carriageway	S/B Lanes	1.15
Patrol	-	A8 Eurocentral South Roundabout	A8 Eurocentral South Roundabout			0.24
Patrol	A8	A8 W/B Eurocentral South Roundabout Diverge	A8 W/B Showcase Onslip	Main Carriageway	Hard Shoulder, Lane 1, Lane 2	5.42
Patrol	-	A8 W/B Showcase Onslip	A8 E/B Showcase Offslip			3.1
Patrol	A8	A8 E/B Showcase Offslip	A8 E/B Showcase Offslip	Slip Road	Lane 1	0.33
Patrol	A8	A8 E/B Showcase Combined Slip	A8 E/B Showcase Combined Slip	Slip Road	Onslip, Offslip Lanes	0.1
Patrol	A8	A8 E/B Showcase Offslip at splitter	A8 E/B Showcase Offslip at splitter	Slip Road	Lane 1	0.01
Patrol	-	A8 E/B Showcase Offslip	A8 E/B Showcase Onslip			0.11
Patrol	A8	A8 E/B Showcase Onslip at splitter	A8 E/B Showcase Onslip at splitter	Slip Road	Lane 1	0.27
Patrol	-	A8 E/B Showcase combined slip	A8 E/B Showcase combined slip			0.056
Patrol	A8	A8 E/B Showcase Onslip	A8 E/B Showcase Onslip	Slip Road	Lane 1	0.16
Patrol	-	A8 E/B Showcase Onslip	A8 E/B Shawhead Offslip			2.7
Patrol	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip	Slip Road		0.16
Patrol	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Offslip / Onslip	0.1
Patrol	A8	A8 E/B Shawhead Combined Slip	A8 E/B Shawhead Combined Slip	Slip Road	Onslip / right turn filter lanes on offslip	0.13
Patrol	A8	A8 E/B Shawhead Offslip	A8 E/B Shawhead Offslip		Right Turn Lane 1, Right Turn Lane 2	0.01
Patrol	A725	A725 N/B Shawhead Central Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2	0.05
Patrol	A725	A725 N/B Shawhead North Junction	A725 N/B Shawhead North Junction	Main Carriageway	Lane 1, Lane 2, Left turn filter	0.1

Patrol	-	A725 N/B Shawhead North junction	A725 S/B Shawhead North Junction			2.42
Patrol	A725	A725 S/B Shawhead North Junction - Whifflet Street	A725 S/B Shawhead Central Junction (L1, L2)	Main Carriageway	Lane 1, Lane 2	0.15
Patrol	A725	A8 E/B Shawhead Offlsip	A8 W/B Shawhead onslip (2 lane section)	Main Carriageway	Lane 1, Lane 2	0.17
Patrol	A725	A725 S/B Shawhead Offslip	A725 S/B Shawhead Offslip (Including right turning lane)	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.11
Patrol	A725	A725 S/B Shawhead W/B Offslip	A725 S/B M8 W/B onslip (start of lane gane)	Main Carriageway	Lane 1, Lane 2	0.58
Patrol	A725	A725 S/B M8 W/B Onslip	A725 S/B M8 W/B Onslip (to the slip merge)	Main Carriageway	Slip Lane, Lane 1, Lane 2	0.28
Patrol	A725	A725 S/B M8 W/B Onslip	A725 S/B Orbiston Onslip	Main Carriageway	Lane 1, Lane 2	2.83
Patrol	-	A725 S/B Orbiston Onslip	A725 N/B Orbiston Offslip			2.58
Patrol	A725	A725 N/B Orbiston offslip	A725 N/B Strathclyde Business Park Onslip	Main Carriageway	Lane 1, Lane 2	2.57
Patrol	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B M8 E/B Offslip	Main Carriageway	Lane 1, Lane 2, Lane 3	0.8
Patrol	A725	A725 N/B M8 E/B Offslip	A725 N/B Shawhead South Junction Approach	Main Carriageway	Lane 1, Lane 2	0.3
Patrol	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead South Approach	Main Carriageway	Lane 1, Lane 2, Right Turn Filter	0.12
Patrol	A725	A725 N/B Shawhead South Approach	A725 N/B Shawhead Central Junction	Main Carriageway	Lane 1, Lane 2	0.3
Patrol	-	A725 N/B Shawhead Central Junction	A725 N/B Shawhead North Junction			0.069
Patrol	A725	A725 N/B Onto Kirkshaws Road	A725 N/B Onto Kirkshaws Road	Junction	Lane 1, Lane 2	0.01
Patrol	-	A725 N/B Onto Kirkshaws Road	Shawhead Central Junction			0.7
Patrol	A725	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	A725 S/B Shawhead dedicated lane to A8 E/B Onslip	Main Carriageway	Left Turn Filter Lane	0.024
Patrol	-	A8/A725 E/B Shawhead Junction	A8 E/B Shawhead Onslip			0.22

Patrol	A8 APR	A8 E/B Shawhead Onslip	A8 E/B Shawhead Onslip	Slip Road	Lane 1	0.167
Patrol	-	A8 E/B Shawhead Onslip	A8 E/B Carnbroe Offslip			1.1
Patrol	A8 APR	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Offslip	Slip Road	Lane 1	0.1
Patrol	-	A8 E/B Carnbroe Offslip	A8 E/B Carnbroe Onslip			1.53
Patrol	A8 APR	A8 E/B Carnbroe Onslip	A8 E/B Carnbroe Onslip	Slip Road	Lane 1	0.1
Patrol	-	A8 E/B Carnbroe Onslip	A8 W/B Shawhead Offslip			3.83
Patrol	A8 APR	A8 APR W/B Shawhead Offslip	A8 APR W/B Shawhead Offslip	Slip Road	Lane 1	0.37
Patrol	A8 APR	A8 APR W/B Combined Slip	A8 APR W/B Combined Slip	Slip Road	Offslip / Onslip Lane	0.1
Patrol	A8	A8 W/B Shawhead Offslip	A8 W/B Shawhead Offslip	Slip Road	Lane 1, Lane 2	0.09
Patrol	-	A8 W/B Shawhead Offslip	A8 E/B Shawhead Onslip			0.259
Patrol	A725	A725 N/B to A8 E/B Filter	A725 N/B to A8 E/B Filter	Slip Road	Filter Lane	0.1
Patrol	-	A8 E/B Shawhead Onslip	A8 W/B Shawhead offslip			5.9
Patrol	A725	A725 from A8 W/B Shawhead Offslip	A725 at B7070 North Road Merge	Across Junction	All lanes	0.07
Patrol	-	A725 / B7070 North Road Junction	A725 / B7070 North Road Junction			2.62
Patrol	A725	A725 Shawhead South Junction from B7070 North Road	A725 Shawhead South Junction to A8 W/B Onslip	Across Junction	All lanes	0.1
Patrol	A8	A8 W/B Shawhead Onslip	A8 W/B Shawhead Onslip	Slip Road	Lane 1, Hatching	0.12
Patrol	-	A8 E/B Shawhead Onslip - combined slip	A8 E/B Shawhead Onslip			0.16
Patrol	A8 APR	A8 APR W/B Shawhead Onslip	A8 APR W/B Shawhead Onslip	Slip Road	Lane 1	0.13
Patrol	-	A8 APR W/B Shawhead Onslip	A8 APR W/B Showcase Offsip			2.38
Patrol	A8 APR	A8 APR W/B Showcase Offslip	A8 APR W/B Showcase Offslip	Slip Road	Lane 1	0.086
Patrol	-	A8 W/B Showcase Offslip	A8 E/B Shawhead Onslip			3.9
Patrol	A8	A8 E/B Shawhead Offlsip	A8 E/B Shawhead Offslip (Left turn island)	Slip Road	Left Turn Filter	0.1
Patrol		A725 S/B Shawhead Central	A725 S/B Shawhead South Junction			0.15

Patrol	A725	A725 S/B North Road Junction	A725 S/B North Road Junction (Left in)	Slip Road	Filter Lane	0.1
Patrol	-	A725 S/B North Road Left In	A725 S/B North Road Left Out			2.71
Patrol	A725	A725 S/B North Road Left Out	A725 S/B North Road Left out	Slip Road	Filter Lane	0.1
Patrol	-	A725 S/B North Road	A725 S/B Diamond Offlslip			1.18
Patrol	A725	A725 S/B Diamond Offslip	A725 S/B Diamond Offslip	Slip Road	Lane 1, Lane 2	0.29
Patrol		A725 S/B Diamond Offslip	A725 S/B Diamond Onslip			0.1
Patrol	A725	A725 S/B Diamond Onslip	A725 S/B Diamond Onslip	Slip Road	Lane 1, Lane 2	0.22
Patrol	-	A725 S/B Diamond Onslip	A725 S/B Bellziehill Offslip			0.2
Patrol	A725	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.33
Patrol	-	A725 S/B Bellziehill Offslip	A725 S/B Bellziehill Onslip			0.2
Patrol	A725	A725 S/B Bellziehill Onslip	A725 S/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.26
Patrol	-	A725 S/B Bellziehill Onslip	A725 S/B Orbiston Offslip			0.5
Patrol	A725	A725 S/B Orbiston Offslip	A725 S/B Orbiston Offslip	Slip Road	Lane 1	0.26
Patrol	-	A725 S/B Orbiston Offslip	A725 N/B Orbiston Onslip			
Patrol	A725	A725 N/B Orbiston Onslip	A725 N/B Orbiston Onslip	Slip Road	Lane 1	0.55
Patrol	-	A725 N/B Orbiston Onslip	A725 N/B Bellziehill Offslip			0.72
Patrol	A725	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Offslip	Slip Road	Lane 1, Lane 2	0.23
Patrol	-	A725 N/B Bellziehill Offslip	A725 N/B Bellziehill Onslip			0.2
Patrol	A725	A725 N/B Bellziehill Onslip	A725 N/B Bellziehill Onslip	Slip Road	Lane 1, Lane 2	0.37
Patrol	-	A725 N/B Belliehill Onslip	A725 N/B Diamond Offslip			0.2
Patrol	A725	A725 N/B Diamond Offslip	A725 N/B Diamond Offlslip	Slip Road	Lane 1, Lane 2	0.25
Patrol	-	A725 N/B Diamond Offslip	A725 N/B Strathclyde Business Park Offslip			2.18
Patrol	A725	A725 N/B Strathclyde Business Park Offslip	A725 N/B Strathclyde Business Park Offslip	Slip Road	Lane 1, Lane 2	0.29

Patrol	-	A725 N/B Strathclyde Business Park Offsllp	A725 N/B Strathclyde Business Park Onslip			0.23
Patrol	A725	A725 N/B Strathclyde Business Park Onslip	A725 N/B Strathclyde Business Park Onslip	Slip Road	Lane 1	0.17
TF		A725 N/B Strathclyde Business Park Onslip	A8 W/B Shawhead Onslip			0.9
Grit	A8	A725 N/B to A8 W/B slip	A725 N/B to A8 W/B slip	Filter Lane	Lane 1	0.042
TF	-	A8 W/B Shawhead Onslip	Polmadie Depot			17.7