

Year 10 | April 2013

Annual report

Creating and caring for safe, efficient highways

M77/GSO

Connect
roads



Welcome

WELCOME TO OUR TENTH ANNUAL REPORT.

We are pleased to report another successful year where we continue to work closely with our partners to maintain and enhance the performance of the route. Connect Roads continues to work to improve the health and safety of the route for both road users and road workers. Examples of what we have been doing to achieve this over the last 12 months are provided in this report.

Whilst the winter weather was considerably more 'normal' than the recent winter seasons, our staff and operatives remained dedicated to ensuring the M77/GSO network remained passable at all times throughout the winter. Included in the report are details of winter maintenance enhancements introduced for the 2012/13 winter season.

Should you have any comments about the report or wish to discuss any other issues, please do not hesitate to contact us at the address provided on the back cover. We hope you enjoy the read.

Mark Mageean
Regional Operations Manager

In partnership with



OUR PROJECTS

CONNECTING THE UK

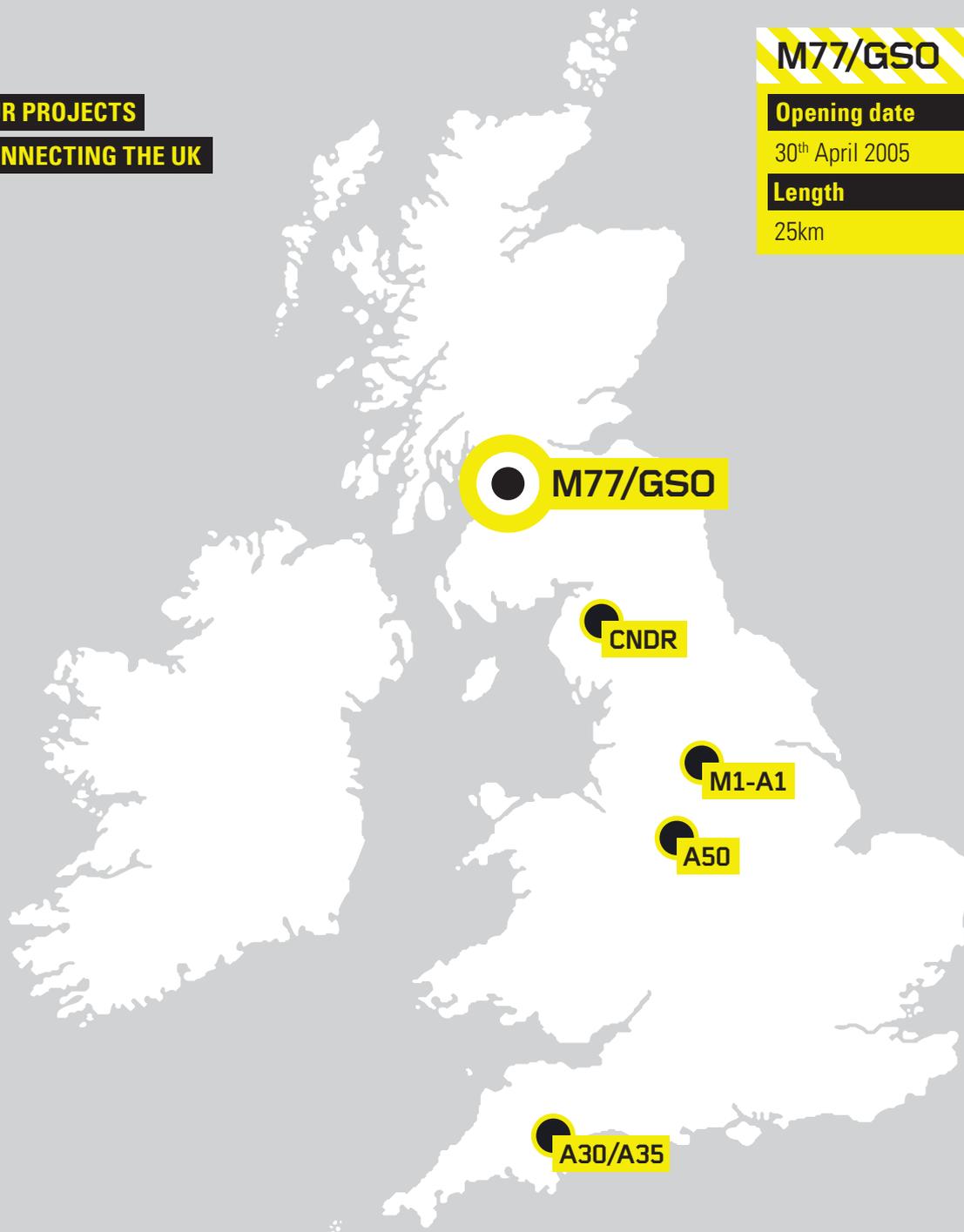
M77/GSO

Opening date

30th April 2005

Length

25km



M77/GSO

CNDR

M1-A1

A50

A30/A35

About us

CONNECT ROADS OPERATES AND MAINTAINS THE M77 MOTORWAY BETWEEN MALLETTSHEUGH AND FENWICK AND THE GLASGOW SOUTHERN ORBITAL (GSO) BETWEEN THE M77 AND EAST KILBRIDE, AS WELL AS PART OF THE EXISTING A726 WITHIN EAST KILBRIDE.

In partnership with our Maintaining Agent Contractor, Balfour Beatty Regional Civil Engineering, Connect Roads undertakes all the operation and maintenance requirements along the route.

The contract was let by East Renfrewshire Council on behalf of East Renfrewshire Council, the Scottish Government and South Lanarkshire Council.



Did you know?

LITTER AND DEBRIS PICKING

Connect and it's Operator, Balfour Beatty Regional Civil Engineering Limited (BBRCE), are responsible for the collection of litter and debris from the M77 motorway verges, carriageways, central reservation and other areas away from the road, including balancing ponds.

Over the course of a typical year this involves the collection of approximately 40 tonnes of litter and debris from the network. Collection of this litter and debris poses a considerable risk to road workers and other road users which could be avoided if road users did not eject litter from vehicles and ensured all loads are properly secured before setting off on a journey.

Please remember:

"Bag it and bin it, collecting your litter risks road workers lives."





Continuous improvement

WINTER MAINTENANCE ENHANCEMENTS

In Autumn 2012, Transport Scotland funded the provision of brine production and storage facilities for the M77/GSO Operations Centre, enabling Connect to adopt pre-wetted salt treatments on the concession.

Connect already operated winter maintenance vehicles equipped with pre-wetted salt capability (brine storage tanks and rear sprayer) so the progression to adoption of pre-wetted salt treatments was relatively straightforward.



The adoption of pre-wetted salt treatments for precautionary gritting on the M77/GSO will enable consistency of treatment with adjacent service providers on the M77 and reduce overall salt usage through reduced treatment rates.

This will minimise the potential adverse environmental effects associated with salting roads. Connect/BBRCE is now investigating the potential for rainwater harvesting from the salt barn roof for the brine production process.



This will reduce or eliminate the use of potable water for brine production and further enhance the sustainability of winter treatments.

Other enhancements introduced this year included the provision of road surface temperature sensors on all winter maintenance and patrol vehicles (enabling real time monitoring of surface temperatures) and the provision of an additional winter surveillance camera on the network.

The above measures were successfully introduced and assisted in ensuring that the network remained passable, with care, at all times throughout the winter season.

Proactive management

BALANCING PONDS

Providing a sustainable solution to manage the collection and discharge of rainfall run-off was the challenge for the design of the drainage network on the M77/GSO. Rainfall that falls on the carriageway runs off and is collected in a filter drainage system along the edge of the road, which in turn outfalls into a carrier drainage system, carrying the water away to the outfall.

Prior to discharge into a local watercourse, the rainfall run-off from the network passes through one of 28 balancing ponds constructed along the route.

The purpose of the balancing pond is to:

- Regulate the outflow of water to reduce the likelihood flooding downstream.
- Enable any silt and other debris picked up from the network to settle prior to discharge into the watercourse, reducing the pollution that can enter the natural watercourse.

The outfalls from the balancing ponds also have a valve which can be closed-off in the event of a pollution incident on the network, containing any pollutants in the pond and protecting the natural watercourse.

As well as providing a functional drainage requirement the balancing ponds also support a wide variety of flora and fauna, including water beetles, amphibians, orchids, wildflowers and birdlife. A survey of a number of the balancing ponds along the route in May 2010 by a professor specialising in water beetles and their conservation, identified, amongst other creatures, thirty-six species of water beetle present in the balancing ponds.

With the concession now in its tenth year, Connect will continue to monitor the balancing ponds and adjacent landscape as part of its ongoing landscape and environmental management process, ensuring the ponds continue to be effective for drainage management and benefit the biodiversity of the area.



Road Safety Week

THE BRAKE CHARITY ROAD SAFETY WEEK IS AN EVENT WHICH CONNECTS ROADS SUPPORTS, WITH A PARTICULAR SLANT TOWARDS ROAD WORKER ROAD SAFETY.

In November 2012, for the fourth year running, we held events at all five of our road concessions. These events spanned the length of the UK from Dorset in the South West to Glasgow in Scotland.

We incorporated road safety issues into each event that were relevant to the audience; for example safe crossing at primary schools and navigating roundabouts. The participation of our operatives added real value to the events as the public were able to put a face to the person in the hi-visibility jacket and ask them questions about the work they do.



We also had attendance from the local police and fire services, helping to convey the importance of our message.

At South Lanarkshire College we asked students on the spot road safety questions, if they got them correct we gave them some freebies. We had some fantastic interaction and students and staff were happy to take time to chat with us and write a road safety pledge too. Common themes were not using mobiles whilst driving, paying attention to weather conditions and cleaning the car windows properly before leaving in the morning. Two of the young drivers we spoke to had written their cars off the previous week which confirmed that we were targeting the right group.

In the afternoon we moved on to the East Kilbride Shopping Centre which was heaving with shoppers. We had the best uptake of the week for the video pledges and gave out 300 ice scrapers and leaflets to the public. Lots of shoppers stopped for a chat too and our road safety messages were met with a great response.

Did you know?

During Road Safety Week 2012 we gave out a total of 2,600 ice-scrapers and road worker safety leaflets.

ZEROHARM
MAKE SAFETY PERSONAL



My safe driving pledge...
Take the time to clear
my windows in the morning.

My safe driving
be courteous
to other
drivers

My safe driving pledge...
Have more time to
car in mornings.

My safe dr
Slow Down
DONT LET
TITE CAR?

pledge...
and
weather

Sustainability

PROGRESS TOWARDS 2020 VISION

SINCE THE LAUNCH OF THE 2020 VISION PROGRAMME IN 2009, CONNECT ROADS AND ITS OPERATOR, BALFOUR BEATTY REGIONAL CIVIL ENGINEERING HAS BEEN PLAYING ITS PART IN EMBEDDING SUSTAINABILITY INTO EVERYTHING WE DO.

The Connect Roads 2020 Vision Roadmap and Action Plan, introduced in previous reports, sets out challenging sustainability targets to be achieved by the end of 2012 in each of the three key areas:

- Environmental Limits
- Healthy Communities
- Profitable Markets

We are pleased to report that significant progress has continued to be made in each area and audits by Connect Roads confirmed progress towards the 2012 targets as being over 90% complete – a significant achievement.



 **SUSTAINABILITY**
a collective responsibility



M77/GSO COMMITMENT TO SUSTAINABILITY

The M77/GSO concession has supported achievement of this progress across the Connect concessions in the following ways:

- Recycling of all office and network waste.
- Trials of bio-diesel vehicles for inspectors.
- Sustainability e-learning courses for all staff.
- 'Zero Harm' and 'Sustainable' characteristics included in the specification for new traffic management vehicles.

This year we will be setting new sustainability objectives and targets for the period to 2015.



Spotlight on...

JORDAN POLLOCK

JORDAN POLLOCK IS A THIRD YEAR CIVIL ENGINEERING STUDENT, STUDYING AT THE UNIVERSITY OF WEST SCOTLAND AND WORKING PART-TIME AT THE CONCESSION.

HIS CURRENT ROLE IS TO ASSIST WITH THE GENERAL INSPECTIONS OF THE HIGHWAY STRUCTURES AND TO CREATE REPORTS. HE IS ALSO INVOLVED IN EDITING THE GRASS AND VERGE CUTTING CAD DRAWINGS.



What have you learnt during your time on the concession?

During my time at the concession, I have learnt the importance of highway maintenance to the economy, to people's social lives and how important public safety is. I have gained knowledge of structure inspections and what defects may occur. I've also learnt the importance of liaising with the public and the principles of traffic management.

What is the most rewarding aspect of your role?

I've been lucky enough to work alongside a team of people with a broad range of experience over a long time. They have taught me a great deal, not only on highway maintenance, but also on other aspects of the construction industry.

If you could give your local road user a message, what would it be?

My message to the public would be to not let the time and effort put into maintaining the roads for the safety of the public, go unnoticed and unappreciated.

What are your hobbies outside of work and university?

In my free time I enjoy playing football, going to the cinema with friends, generally socialising and playing the guitar.



Planned major maintenance

THIS LIST IDENTIFIES THE AREAS TO BE TREATED UNDER THE 2013/14 PERIODIC WORKS PROGRAMME. THE EXPECTED COMPLETION DATES SHOWN ARE INDICATIVE AND MAY BE SUBJECT TO CHANGE FOR VARIOUS OPERATIONAL AND WEATHER RELATED REASONS.

2013-2014

LOCATION	DESCRIPTION	EXPECTED COMPLETION
M77 Southbound	Re-surfacing of discrete sections	Summer/Autumn 2013
M77 Northbound	Re-surfacing of discrete sections	Summer/Autumn 2013
GSO Westbound, Glasgow Road to Maidenhill	Discrete surface course replacement	Spring/Summer 2013
GSO Westbound, Glasgow Road to Mearns Kirk	Thin surface course re-surfacing of Lanes 1 & 2	Summer 2013
M77 Southbound and Northbound	Filter drain cleansing	Summer/Autumn 2013
M77 Southbound and Northbound	Roadmarkings and reflecting studs refurbishment	Summer/Autumn 2013
Philipshill Junction	Amendment of roadmarkings to provide dedicated right-turn lane	Autumn 2013



Performance monitoring

MAINTENANCE

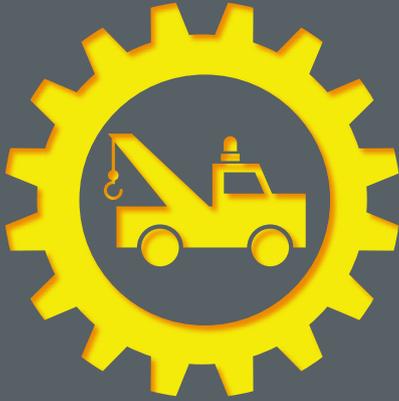
	<i>Target</i>	<i>Actual</i>
Percentage of planned works carried out during peak periods / public holidays	0%	0%
Percentage of winter maintenance salting completed within two hours	100%	100%
Average completion time for precautionary salting	<2 hours	1 h 26 min
Percentage of emergency responses completed on time	100%	100%
Amenity index for road network	9	9.22
Number of nightly winter patrols		252
Number of salting runs		362
Tonnage of salt used		1,948

REACTIVE MAINTENANCE

	<i>Target</i>	<i>Actual</i>
Percentage of safety inspections and safety patrols completed on time	100%	100%
Percentage of street lighting on the network functioning correctly	97%	98%
Percentage of category 1 defects repaired not exceeding the requirements	100%	100%

NETWORK AVAILABILITY

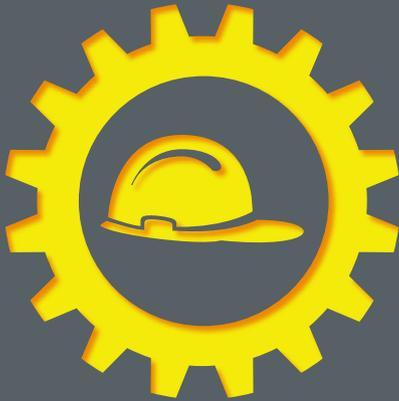
	<i>Target</i>	<i>Actual</i>
No. of communications received from all roads authorities		4
No. of communications received from all other sources		61
No. of communications received, requiring a response		6
No. of communications within five day limit		5
No. of communications outwith five day limit		0
No. of communications within seven day limit		1
No. of communications outwith the seven day limit		0
Average response times for communications		1 day
Percentage of planning application completed on time	100%	100%
Average response time for planning applications	<5 days	3 days
Percentage of reports completed on time	100%	100%
Percentage of weekly programmes sent out on time	100%	100%



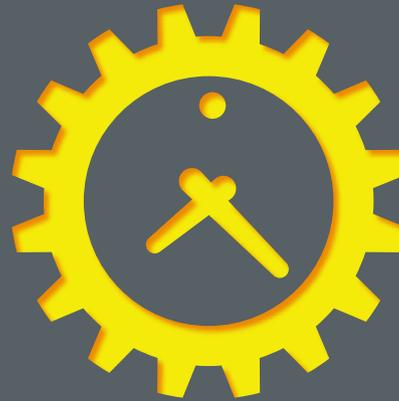
100%
CALL-OUTS REACHED
IN TIME



100%
WINTER MAINTENANCE SALTING
COMPLETED WITHIN 2 HOURS



100%
SAFETY INSPECTIONS
AND PATROLS
COMPLETED ON TIME



100%
CAT 1 DEFECTS REPAIRED
NOT EXCEEDING THE
REQUIREMENTS

Connect roads

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