M6 DBFO National Border to Millbank

M6 ROM Winter service plan 2025/2026

Project Manager: M6 DBFO Project Office, Nethercleuch, Lockerbie DG11 2SQ

November 2025

AUTO LINK

Sir Robert McALPINE

M6 DBFO
NATIONAL BORDER TO MILLBANK

M6 ROM

WINTER SERVICE PLAN 2025/2026

Project Manager
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RECORD OF REVISIONS

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CONTENTS:

Section 1 INTRODUCTION

1.1 This document describes the Winter Maintenance procedures on the A74(M)/ M74 between Gretna and Millbank and is compiled in conjunction with the requirements of Section 3 of Schedule 4 Part 2 of the DBFO Agreement and the Scottish Ministers' Variation SMV OM/007 for Pre-wetted Salt

1.2 Routine maintenance including Winter Maintenance is carried out by the Routine Operation and Maintenance Contractor, M6 ROM, of Sir Robert McAlpine Ltd.

1.3 The Contract Road is shown in Appendix D. Actual interfaces have been agreed with the adjoining Authorities listed in Appendix M. Direct communications links are as detailed in Appendix J. Notes of any meetings held will be available for inspection.

1.4 Every member of the M6 ROM staff who is involved with Winter Maintenance will be inducted into this Plan and will have access to copies of this Manual.

Section 2 OBJECTIVES & ORGANISATION

2.1 OBJECTIVES

M6 ROM on behalf of Autolink aim to provide a service which will ensure as far as is reasonably possible, the safe movement of vehicles on the A74(M) and M74 between the National Border and Millbank (Junction 12 of the M74). The M6 ROM will aim to ensure that delays and inconvenience caused by adverse weather are kept to a minimum.

The Winter Maintenance arrangements include amongst other operations the provision of night time patrols, personnel and plant available 24 hours a day to enable precautionary salting to be carried out within 3 hours of a decision to begin treatment. (i.e. 1 hour to commence treatment once a decision has been made and 2 hours to complete the treatment). The operations will be carried out from two depots located at Eaglesfield and Crawford using "latest technology" spreaders supplemented by other plant as necessary.

The period of the year during which the process of Winter Maintenance will normally be undertaken is from 1st October to 15th May.

2.2 ORGANISATION

2.2.1 In order to provide the required response to weather conditions staff from M6 ROM will operate a combination of standby at home, standby at compounds, normal and continuous shifts. Manning arrangements are defined as follows:

(i) Call – out - available off – duty personnel if demand arises, contactable via the Duty Officer.

(ii) Standby - personnel available at home or at a compound for immediate duty outside normal working hours or shifts.

(iii) Normal Shifts - maintenance compounds manned during normal working hours.

(iv) Continuous Shifts - 24 hour manning at the maintenance compounds.

2.2.2 In all cases a Duty Engineer, Duty Officer and labour are provided to ensure that treatment of the whole Project Road can be completed within 2 hours of work starting
on precautionary salting runs.

2.2.3 Personnel involved with Winter Maintenance are listed in Appendix E and their responsibilities are listed in Appendix F of the M6 ROM Quality Plan No. QMP/01. The Duty Engineers will work a rota system as detailed in Appendix F and will be available 1 week in 4. They will be issued with a mobile telephone and will be available to take calls night or day. If the Duty Engineer is unable to make a decision, they will report to their manager for guidance.

Section 3 ROLES, DECISION MAKING, COMMUNICATIONS, SNOW PLAN & VULNERABLE AREAS

3.1 ROLES

3.1.1 Role of the Duty Engineer

- Receiving and reviewing the weather forecast information.
- Deciding, recording and instructing winter treatments based on the forecasts provided by DTN and local information.
- Updating the Traffic Scotland CMS planned treatment module.
- Monitoring actual conditions and forecasts and amending proposed actions as conditions dictate.
- Receiving and distributing information from Vaisala.
- Receiving and distributing expert weather forecasting from DTN.
- Updating Vaisala with completed gritter logs.
- Updating the M6 ROM forecast record

3.1.2 Role of the Duty Officer

- Receiving the daily action plan and mobilising gritter resources.
- Maintaining a communications log including calls from vehicles engaged in winter service operations, DTN and the Police.
- Keeping stakeholders, the project manager and Autolink informed of the current road status.
- Keeping a record of gritter logs including start/end times.
- Keeping records of road conditions including delays, blockages or closures.
- Monitoring the progress of winter operations.
- Providing Road Status Reports to Traffic Scotland via the CMS module.
- Providing factual information on road conditions to the Police or Traffic Scotland for distribution to the media and motoring organisations.
- Dealing with any enquiries or complaints from the general public which may arise.

3.2 DECISION MAKING

3.2.1 The decision to carry out a treatment will be made by the Duty Engineer on receipt of the 11:00hrs forecast from DTN. All decisions will be recorded using the 'RoadDSS Manager' system. The RoadDSS Manager is web-based software by Vaisala used to create winter maintenance action plans. It allows the user to view observational data, archive data, forecast data, maps and camera images through the same web interface. The action plan is also recorded on the Proposed Action Notification and issued by email to the M6 ROM Winter Maintenance Group. The Duty Engineer will also update the Traffic Scotland CMS planned treatment module. All these forms can be found in Appendix H.

3.2.2 The Duty Engineer will instruct the Duty Officer to mobilise gritting resources *(during office hours, Mon-Fri, the Works Team will mobilise resources).* The Duty Officer will then telephone the required operatives who will call back to the Duty Officer for their instructions.

3.2.3 A rota for the operatives will be held at the Reporting Centre and depots and will be updated by the depot supervisor.

3.2.4 The procedure for general weekday and weekend precautionary salting decision making is as detailed in Appendix G.

3.2.5 To assist the Duty Engineer in their decision making as to whether some form of treatment is required a guide has been produced in the form of a Table in Appendix G.

3.2.6 It is important to note that the Table is meant as a general guide only and that the weather forecast together with prevailing weather conditions may warrant actions different to those listed.

3.2.7 A guide to precautionary treatment salt spreading rates is available in Appendix K, Table 2 and should be read in conjunction with Appendix K, Table 1.

3.2.8 Should decision making require to escalated, the Duty Engineer will contact the Project Manager and/or Works Manager for support. This will likely occur during snow events and is outlined in more detail in Flowchart 4.7.4.

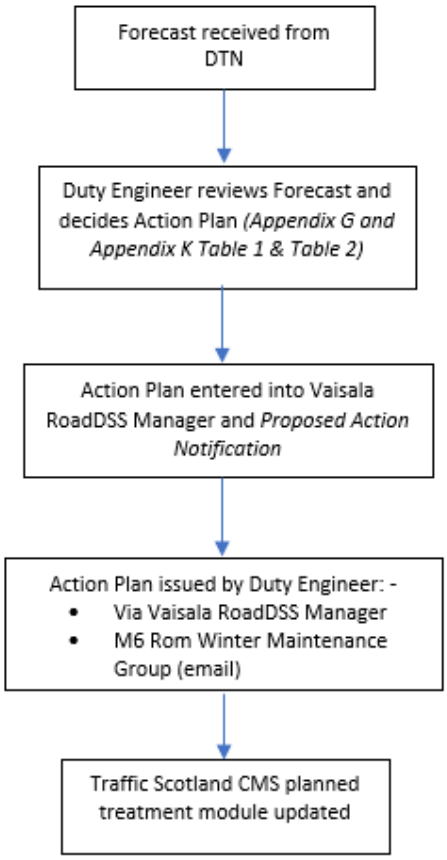
3.2.9 M6 ROM will use the expert weather forecasting services provided by DTN and the DTN RoadMaster website. DTN weather forecast contact details are **Tel: 020 3808 2009**.

The forecast service will be available 24/7 throughout the winter period, 1st October to 15th May. The DTN Duty Forecaster will liaise by telephone with the Duty Engineer to provide an update at 21:00hrs and to advise of forecast changes at any time. Likewise, the Duty Engineer will contact the DTN Duty Forecaster if there are any queries or doubts about the forecast.

Regular communication is vital when managing changes in weather conditions, enabling the Duty Engineer to continually review planned actions and react promptly to changes in the forecast.

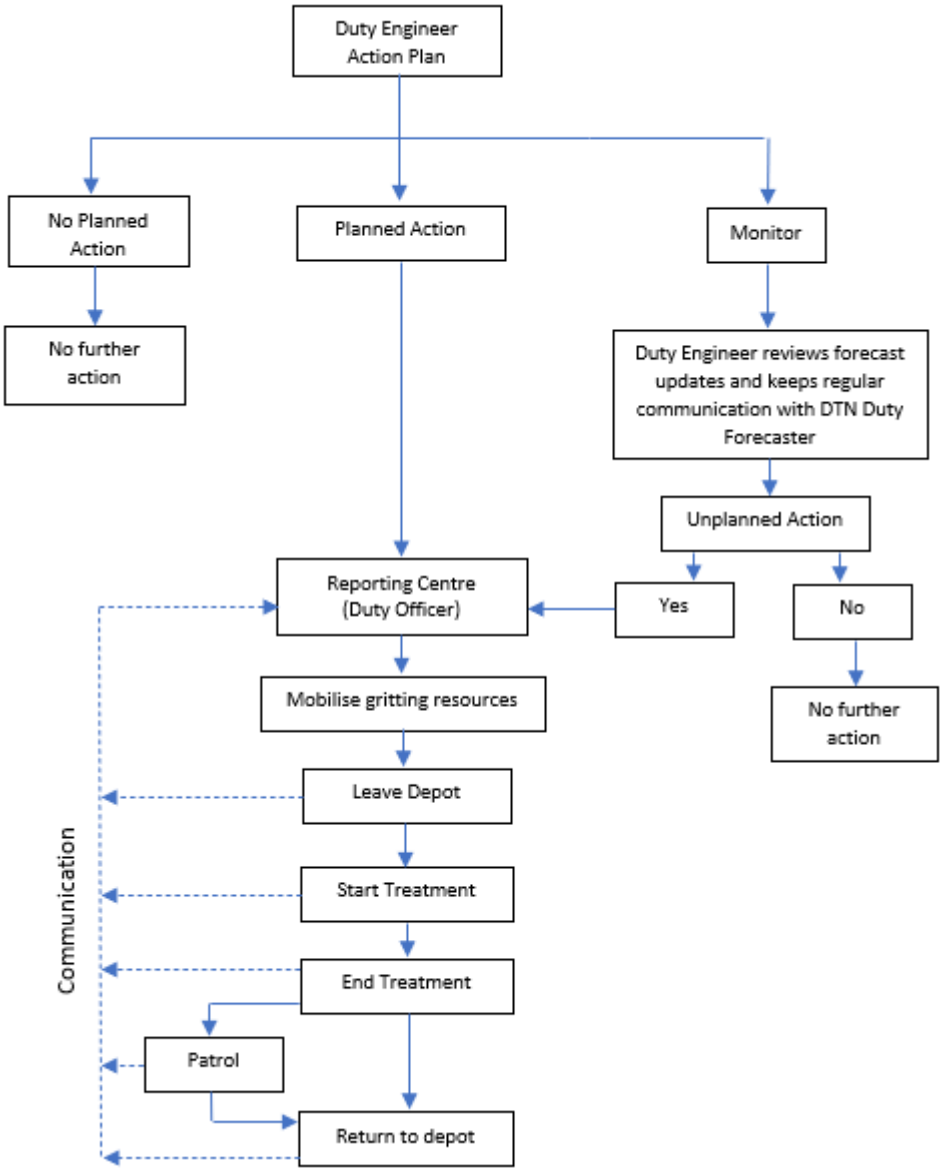
3.2.10 After the Action Plan has been issued. Any subsequent decisions or actions made by the Duty Engineer will be recorded on the 'RoadDSS Manager Diary'. These will be communicated to the Duty Officer who will mobilise gritting resources as required.

3.2.11 Duty Engineer Decision Making Process Flowchart: -



Note: The Action Plan must be issued and the Traffic Scotland CMS updated by 15:00hrs daily.

3.2.12 Mobilisation Process Flowchart: -



3.3 SNOW PLAN

3.3.1 When Transport Scotland activate the Trunk Road Network Snow Plan, all processes will be followed as detailed on the Transport Scotland website, as detailed below: -
https://www.transport.gov.scot/media/46373/2020-21-operating-company-dbfo-snow-plan-flowchart.pdf

2025-26 TS Snow Plan Flowchart
2025-26 Operating Company DBFO Snow Plan Flowchart 2025-26 Snow Plan Resource Table

3.3.2 Following instruction from Transport Scotland to activate the Snow Plan, the Crawford depot will be opened and manned to allow the supply of fuel and salt for neighbouring Tunk Road operating companies.

3.3.3 When the Snow Plan is activated, or during periods of snow, dry salt application will be used following precautionary treatments. A guide on spreading rates is detailed in Appendix K, Table 3.

3.3.4 During a snow event, all resources on the network, including reserve and additional vehicles, will be utilised with the main efforts directed at key areas, to enable traffic flows to be maintained. These resources will be co-ordinated by the Duty Officer and Duty Engineer. All instructions will be recorded on the 'RoadDSS Manager Diary'.

3.4 COMMUNICATIONS

3.4.1 Full use will be made, wherever possible, of the PTT communication system and all personnel will be thoroughly conversant with its use.

3.4.2 Once gritting resources are mobilised drivers will maintain regular communication with the Reporting Centre, via PTT communication system and/or mobile phone. Treatment start/end times, surface temperatures, road conditions and changes in conditions will all be communicated and recorded.

3.4.3 Scottish Ministers Variation Notice SMV No. OM/28 was issued on 31st August 2022 for the use of PTT radios on the M6 DBFO to improve communication.

3.4.4 All works associated with PTT Radios such as repair of defects, maintenance, replacement, removal and refitting to other spreaders are covered by the SMV.

3.4.5 PTT communication call groups: -

Radio ID	Depot	Owner
ROM 1	Crawford	Gritter driver
ROM 2	Crawford	Gritter driver
ROM 3	Crawford	Gritter driver
ROM 4	Eaglesfield	Gritter driver
ROM 5	Eaglesfield	Gritter driver
ROM 6	Eaglesfield	Gritter driver
ROM 7	Eaglesfield	Gritter driver
ROM 8	Eaglesfield	Gritter driver
ROM 9	M6 DBFO Project Office	Duty Officer
ROM 10	M6 DBFO Project Office	Duty Engineer

M6 ROM use the Motorola TLK100 4G Wifi Two-way PTT radio. PTT radios are issued to each gritter driver at the start of their shift. A continuous two-way communication channel is open between gritter drivers, Duty Officer and Duty Engineer.

PTT radios can also be used to communicate with SWNMC gritters to co-ordinate cross-border working during periods of mutual aid and when the Snow Plan is activated.

3.5 VULNERABLE AREAS

3.5.1 There are currently 2 areas on the network identified as Vulnerable Areas, as detailed below: -

- J12 Southbound – gradient can cause traction issues for HGV's.
- J15-J14 Tinnybank Northbound & Southbound – gradient incline can cause traction issues for HGV's.

3.5.2 All staff involved in winter service will be instructed to pay particular attention to the above areas. Any problems identified will be relayed to the reporting centre, logged and resourced as required. In addition, VMS signs will be utilised to warn drivers of driving conditions. Any subsequent decisions or actions made by the Duty Engineer will be recorded on the 'RoadDSS Manager Diary'

3.5.3 Vulnerable Areas will be reviewed as a minimum on a yearly basis & the list will be updated accordingly.

3.5.4 More detailed information relating to Vulnerable Areas can be found in Appendix O, Vulnerable Areas Schedule

Section 4 THE REPORTING CENTRE

4.1 Winter maintenance operations are administered from the Reporting Centre at:

M6 ROM
M6 DBFO Project Office
Nethercleuch
Lockerbie
DG11 2SQ

Tel. No. 01576 205200 Email. ice@m6dbfo.co.uk

4.2 The Reporting Centre is manned on a 24 hour basis.

4.3 The Reporting Centre personnel will comprise of a Duty Officer. This role will be undertaken by the secretary during normal working hours (Mon-Fri) and the security officer out with these times.

4.4 The role and duties of the Duty Officer can be found in Section 3.1.2 of this Winter Service Plan.

4.5 Communication through the Reporting Centre will be recorded by the Duty Officer on the "Daily Occurrence Log Book" which can be found in Appendix H.

4.6Contact Points

4.6.1 Contact with Maintenance Staff during and outside normal working hours is made through the cellular telephone system operated by the Reporting Centre. Staff are available at all times, day and night, throughout the year on the telephone numbers listed in Appendix E. The Duty Rota is also available to interested parties. (Appendix F).

4.6.2 All initial contact by the public, or enquiries through the Customer Care Line (Tel: 0845 796 6666) shall be directed to the Duty Engineer.

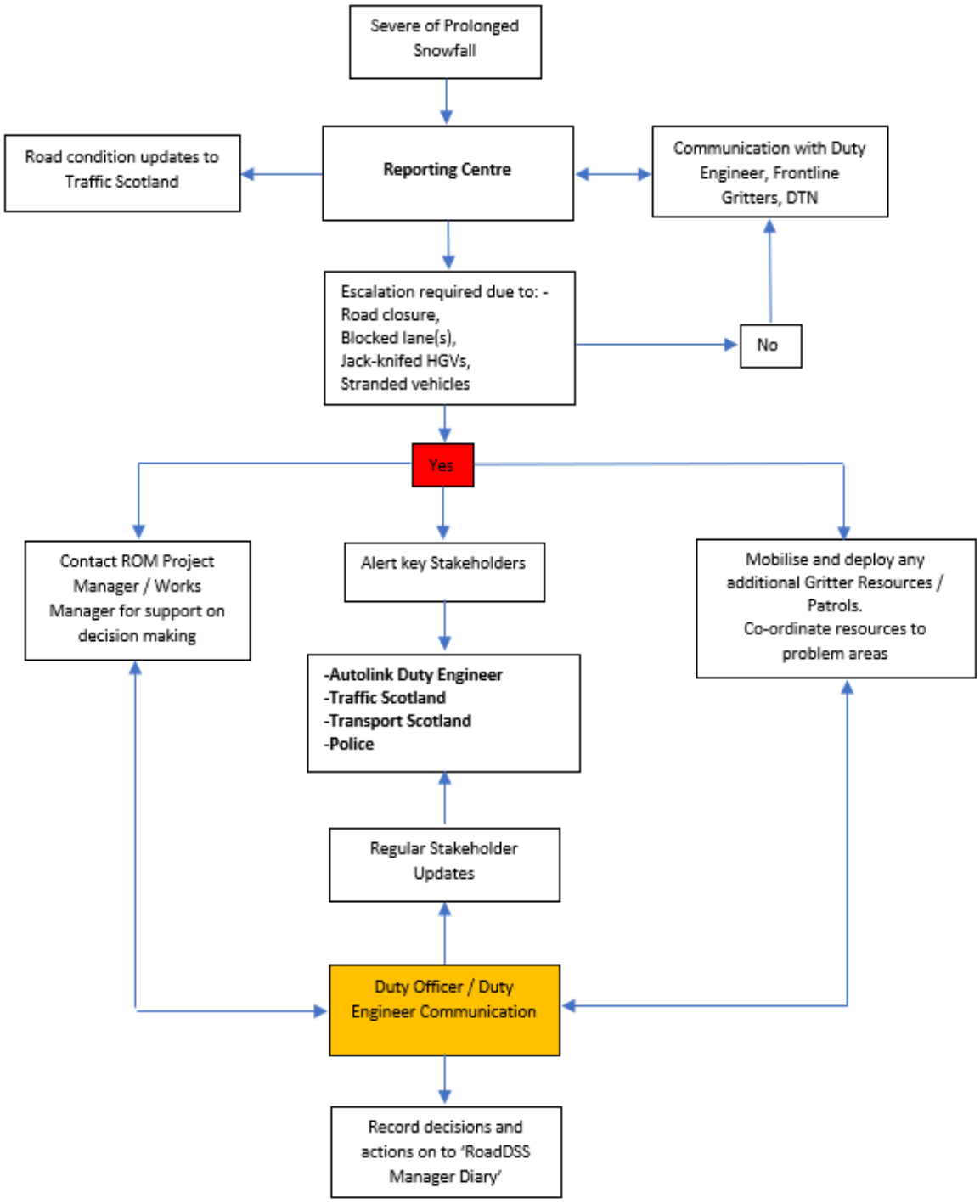
4.7 Severe Weather

4.7.1 During severe or prolonged snowfall, it is essential that regular communication is maintained between the Reporting Centre, Duty Engineer, Frontline Gritters and DTN, for updates on current road conditions and forecasts.

4.7.2 Communication between the Reporting Centre and Frontline Gritters will be through PTT communication system and/or mobile phone.

4.7.3 The Reporting Centre will liaise directly with stakeholders such as Traffic Scotland and the Police to ensure that up to date information is available regarding travel conditions. Calls will be recorded in the "Daily Occurrence Log Book"

4.7.4 Should communication, or decision making require to be escalated during severe weather, the following process should be followed: -


Severe of Prolonged Snowfall
Reporting Centre
Road condition updates to Traffic Scotland
Communication with Duty Engineer, Frontline Gritters, DTN
Escalation required due to: - Road closure, Blocked lane(s), Jack-knifed HGVs, Stranded vehicles
No
Yes
Contact ROM Project Manager / Works Manager for support on decision making
Alert key Stakeholders
Mobilise and deploy any additional Gritter Resources / Patrols. Co-ordinate resources to problem areas
-Autolink Duty Engineer
-Traffic Scotland
-Transport Scotland
-Police
Regular Stakeholder Updates
Duty Officer / Duty Engineer Communication
Record decisions and actions on to 'RoadDSS Manager Diary'

4.8 Operations Map

4.8.1 During periods of prolonged severe weather, the Reporting Centre will keep up to date Operations Maps showing road conditions. These maps will be kept at the Reporting Centre and will be updated on a regular basis. These maps are for single time use for the weather event in progress and no permanent records will be retained in this format. However, records will exist of the runs carried out by means of the Global Positioning System (GPS).

4.9 Reports to Outside Organisations

4.9.1 In addition to reporting to Autolink, for forward transmission to Transport Scotland, on completion of a Road Condition Report the Reporting Centre may, if requested, forward details to the Police, AA Roadwatch, the RAC, the media and the general public.

4.9.2 By 1st October each year a Winter Maintenance Policy Statement will be drawn up by Autolink. This will be issued to the public via the Press and will be kept available for inspection at the Lockerbie Office.

4.9.3 By 31st August each year a Winter Maintenance Strategy in the form of a procedure will be drawn up by Autolink.

4.10 Road Condition Report

4.10.1 When requested, or during emergencies, road condition reports shall be given by the Reporting Centre personnel, via Autolink, to Transport Scotland at the times specified. These reports will be submitted through CMS. If requested by Transport Scotland these reports will be supplemented by subsidiary reports.

Section 5 OPERATIONAL PERIODS

Three winter maintenance periods are defined for normal operational purposes:

5.1 High Period

The High Period is defined as December, January and February when Severe conditions might reasonably be expected.

During the High Period, the operation provides essential operatives on standby to ensure that treatment of the Project Road is commenced within 1 hour of receiving an instruction to carry out treatment. Occasions may arise when actual or forecast conditions are severe enough to require that operatives are placed on normal or continuous shifts to ensure that treatment of the Network can commence immediately or indeed to provide continuous treatment.

5.2 Low Period

The Low Period is defined as November and March when severe conditions may occasionally occur.

During the Low Period, standby procedures operate to start treatment of the Project Road as quickly as possible after an instruction to treat has been given but, in any event, this will be not later than 1 hour after such instruction. Occasions may arise however, when conditions are so severe that High Period arrangements are needed.

5.3 Marginal Period

The Marginal Period is defined as part or all of October, April and May when severe conditions are generally not to be expected.

During the Marginal Period, standby procedures or call out may be in operation dependant on forecast to enable treatment of the Project Road to commence as quickly as possible after an instruction to treat has been given but in any event this will be not later than 1 hour after such instruction.

Section 6 TREATMENT METHODS (see Appendix G and K for tabulated guide)

6.1 Precautionary Salting

6.1.1 The philosophy behind Winter Maintenance operations is, wherever possible, to carry out pre-salting before ice forms or snow settles on the road. To enable this to be undertaken effectively depends on a mixture of local knowledge and experience, good local weather forecasts and a knowledge of the state of the road at the time (i.e. is it wet or dry, salt covered or not etc).

6.1.2 If no forecast is available for whatever reason and the temperature has fallen to plus 1^0c, then precautionary salting shall take place unless :

i) no moisture is or is expected on the road.
ii) there is enough residual salt on the road to deal with the expected conditions.
iii) there is enough cloud cover to suggest that temperatures will not fall any further.

6.1.3 If no forecast is available then the above criteria will be assessed by on site monitoring by patrolmen, logged on weather monitor record & relayed to duty engineer and/or duty officer as required.
In addition, the 24 hour telephone number for the DTN Duty Forecaster will also be utilised: 020 3808 2009.

6.1.4 As instructed in SMV OM/007 pre-wetted salt is to be used for all precautionary de-icing treatments and for ice and snow clearance for all treatments on the Project Road.

6.1.5 When road surface temperatures are forecast to remain below -1°C for prolonged periods on dry roads, the Duty Engineer will refer to Appendix G and Appendix K Table 1 & 2, for guidance on further treatments. Particular attention will be given to residual salt levels, wet patches and any areas of surface water run-off from adjacent grassed areas.

6.2 Rates of Spread for Precautionary Salting

6.2.1 The minimum requirements for de-icing material spread rates are given in Table 2 of Appendix K for various scenarios of forecast weather and road condition status.

6.3 Treatment of Ice already on the Road

6.3.1 If ice has already formed on the road salt shall be spread up to 40gms/m2 depending on the amount of ice present and the air temperature to ensure a rapid melt. Particular attention will be made to lengths of road which are known to be susceptible to run-off of water from verges or central reservation.

6.4 Treatment of Snow already on the Road after Precautionary Salting

6.4.1 An amendment to SMV OM/007 permits the use of dry salt during periods of snow. 'Back to Black' snow ploughing shall commence as soon as snow depths on the Network or part thereof exceed 30mm or as directed by the Duty Engineer. Each pass of the plough shall be supplemented by an application of dry salt depending upon the snow forecast and temperature trend. When snow is forecast two rates of spread will be used. Moderate snowfall (0.5-4cm/hr) could be either 20g/m^2, 40g/m^2 or a combination of both. For heavy snowfall (greater than 4cm/hr) the rate of spread of dry salt will be 40g/m^2. During moderate snowfall, drivers must factor in the topography of the network, in particular the sections identified as Vulnerable Areas. Information from the DTN forecast and Ice Prediction System will be available. Special salting may be necessary to deal with melted water from snow which may freeze at night and watch will be kept for such conditions.

6.5 Treatment of Hard-Packed Snow and Ice

6.5.1 If the above procedures are carried out successfully then the formation of hard-packed snow and ice should be rare. However, should these conditions occur provided it is no more than 20mm thick and the air temperature is above minus 5° c,
then removal shall be carried out by successive dry salt applications of 20-40gms/m^2.

Below minus 10°c or where the snow is more than about 20mm thick, dry salt application will be 40gms/m^2.

6.5.2 Where snow depths reach 120mm or when drifting occurs ploughing may be undertaken without salting so that the weight of the loaded vehicle may aid traction. Salting shall, however, be resumed as soon as possible thereafter.

6.6 Prolonged and Drifting Snowfall

6.6.1 During prolonged periods of snowfall, ploughing shall be used continuously from the onset to prevent build-up and compaction by traffic. This shall be supplemented by simultaneous salting at 20 to 40g/m^2. Where snow depths reach 120 millimetres, or when tackling drifts, or when vehicles are working on gradients, ploughing may be undertaken without salting so that the weight of the loaded vehicle may aid traction. Salting shall be resumed as soon as possible thereafter.

6.6.2 When severe conditions are forecast such as blizzards and drifting snow, appropriate measures will be enacted based on the level of weather warning and forecast, e.g. Amber/Red Met Office snowfall warnings combined with Yellow/Amber/ Red Met Office wind warnings. Such occurrences are likely to be rare and the Duty Engineer
will consult directly with the expert forecast provider, and if required, the SW and SE NMC's to discuss mutual aid requirements.

6.7 Operations

6.7.1 Winter Maintenance Operations will take place from two maintenance depots (Eaglesfield and Crawford) the locations of which are shown in Appendix D.

6.7.2 The salting and snow ploughing routes from these depots are shown and described in Appendix C.

6.7.3 All slip roads will form part of the overall salting and ploughing routes in accordance with liaison arrangements with the other operating roads authorities.

Section 7 WINTER PATROLS

7.1 From 1st November to 31st March inclusive patrols shall be carried out on all parts of the Project Road during the hours of darkness and only during daylight hours in periods of adverse weather.

7.2 Priority shall be given to the mainline carriageway. Where it is not possible to assess the condition of slip lanes and slip roads from the mainline carriageway the patrol shall be so arranged to cover these.

7.3 Individual sections of route within the Project Road shall be patrolled at intervals not exceeding three hours. This patrol interval will be monitored using the Global Positioning System (GPS) which is fitted to the spreader patrol vehicle.

7.4 Winter patrols shall be carried out using loaded spreaders during the hours when the road surface temperature is forecast to be 2°C or below, in order that treatments may commence immediately should a problem area be encountered. When the road surface temperature is forecast to be above 2°C, the patrol shall be carried out in another works vehicle equipped with a PTT radio and mobile phone in order that assistance may be called out.

7.5 The driver of the patrol vehicle will keep a log sheet ('Spreader Log' sheet shown in Appendix H) detailing the time and duration of patrols and any action taken.

7.6 There will be two patrol routes (one from each depot). These routes may be altered to suit the prevailing weather and road conditions.

7.7 Spreaders being used as Patrol vehicles are fitted with temperature probes to assist the driver in ascertaining the road temperatures.

7.8 Space blankets, energy bars and water will be available for the public from the spreaders in periods of difficulty.

Section 8 FORECASTS, ICE DETECTION & ROAD WEATHER INFORMATION SYSTEMS (RWIS)

8.1 Forecasting Services

8.1.1 24 hour weather forecasts and forecast updates are provided by the M6 ROM Forecast Provider:

DTN
11400 Rupp Drive
Burnsville
MN 55°37

Tel. 020 3808 2009
Email. customerservice@dtn.com
Website. https://www.dtn.com/contact-us/

8.1.2 The Road Weather Information Systems are supplied by:

Vaisala Ltd
Vaisala House
349 Bristol Road
Birmingham
B5 7SW

Tel. No. 0121 683 1269
Email.
helpdesk@vaisala.com

Findlay Irvine Ltd
Bog Road
Penicuik
Midlothian
EH26 9BU

Tel. No. 01968 671200
Email.
support@findlayirvine.com

8.1.3 Road Weather Information Systems are installed on the Project Road at the following locations:

Beattock (southbound Jct 14 – Jct 15, MP-71.418) – Vaisala
Norwood (northbound Jct 19 – Jct 18, MP-527.454) – Vaisala
Palaceknowe (northbound Jct 16 – Jct 15, MP-91.954) – Findlay Irvine

Appendix D details precise locations. Regular inspections of the Road Weather Information Systems will be carried out at Beattock, Norwood and Palaceknowe.

8.1.4 Weather forecasts and road sensor data are received by the Vaisala TMI Ice Prediction System central computer in Birmingham. Graphs and text forecasts are received by either the office workstation or a portable computer and modem utilised by standby personnel from home.

8.1.5 Definitions of terms used in meteorological forecasts are shown in Appendix A.

8.1.6 Thermal mapping of the Project Road has been carried out by Vaisala and is installed on the Ice Prediction computer. This will be updated as and when necessary.

8.2 Forecasts

24 Hour Weather

8.2.1 A 36 hour forecast with an extended outlook for 10 days will be issued at approximately 11.00 hours, 7 days a week.

Forecasts

8.2.2 A site specific forecast including a graphical prediction of road surface temperatures for particular outstations will also be given. There will be additional text to accompany these on occasions where clarification of assumptions is required.

8.2.3 A paper copy will be taken from the Ice Prediction Computer to be kept in the Reporting Centre.

8.3 Forecast Updates

8.3.1 Forecast updates will be issued at 05:00, 17.00 and 21.00 hours, 7 days a week, but may be issued at any time of the day or night if the forecast changes or as the need arises. Notification of any amendment to the textual or graph forecasts will be communicated by DTN via telephone.

8.3.2 Forecast updates may also be supplied on request by telephoning the forecast provider DTN, 24 hours a day, 7 days a week.

8.3.3 Weather forecasts are archived on the DTN RoadMaster website.

Section 9 PLANT AND RESOURCES

9.1 Routine Salting and Snow Ploughing Fleet

9.1.1 The size and configuration of the fleet of spreaders will be reviewed after each Winter Maintenance season and any recommendations put into practice having regard to available finance.

9.1.2 The current spreader fleet is as shown in Appendix I.

9.1.3 The spreaders will be fitted with equipment which complies with BS1622: 1989 Class A1.

9.1.4 Five spreaders will operate from the Eaglesfield depot and three from the Crawford depot. A vehicle from Eaglesfield may be sent to the Crawford depot should it be required during periods of severe weather.

9.1.5 The spreaders will be mechanically maintained by the manufactures agents and there will call upon local resources. The agent for repairs is located at Dumfries. The drivers will be responsible for daily maintenance and for washing the vehicle.

9.1.6 The spreaders will be fitted with on-board electronic data loggers fitted with or connected to a global positioning system all of which provide an accurate record of time and distance travelled and capable of spreading salt and pre-wetted salt.
The GPS will tell times when de-icing materials have been spread, the rate of spread and the width of spread all continuously referenced to the Ordnance Survey grid. The GPS used is provided by ACP System through Vaisala.
The onboard electronic data loggers are capable of downloading their data to a personal computer and the data from the electronic data loggers will be downloaded on a daily basis and shall load and retain such data on an electronic database. In the event of an onboard electronic data logger malfunction a similar written record will be prepared within 12 hours.

9.1.7 The spreaders will be

(i) Capable of delivering a constant supply of brine of the correct amount
(ii) Comply with the requirements of para 3.4 g) of Schedule 4 Part 2 where such requirements are not inconsistent with the spreading of pre-wetted salt and
(iii) Comply with any other requirements to ensure effective distribution of pre-wetted salt to comply with the requirements of SMV OM/007.
(iv) The M6 ROM has provided to Autolink in writing the method that is employed to ensure that the quantity of brine being applied during each route treatment is correct.

9.1.8 The salt reconciliation system will be developed based on the information gained from the on board data collection equipment, on board weighing facility of each gritter, individual driver logs and tight controls on material deliveries.

9.1.9 To obtain and retain the most economical rates of spread every Spreader will be calibrated and checked annually. Spread patterns and widths of spread will be checked to avoid wastage.

9.1.10 All equipment shall be checked and be in a state of readiness by 30 September each year.

9.1.11 Winter grade fuel will be stored at each of the operating depots.

9.2 Hire of Plant in an Emergency

9.2.1 If prevailing weather conditions are such that extra or more appropriate plant is required, the Autolink Operations Manager will be advised by the Project Manager accordingly.

9.2.1 A list of proposed additional plant to be used in an emergency is given in Appendix I.

9.2.2 During the winter maintenance period a standby generator may be brought to site if a snowfall in excess of 150mm is forecast by DTN.

9.3 Operatives

9.3.1 A minimum of 24 no. qualified drivers will be employed in total.
The drivers will be on a 7 day stand by rota system so that they will be available every other week for standby duty. They will be on call to return to the depot for gritting duties and will be contactable by mobile phone.

9.3.2 Prior to 1st October, all winter maintenance operatives will receive a Winter Maintenance Tool Box Talk from the Works Team. The TBT will confirm responsibilities for communication and recording information.

9.3.3 All Winter Maintenance operatives, prior to undertaking operations, will have attained the City & Guilds Certificate for Winter Maintenance Operations issued by The City and Guilds of London Institute or equivalent recognised qualification awarded by a state of the European Union. Records will be available for inspection at the Reporting Centre.

Section 10 SALT / ECO-THAW (De-Icing Materials)

10.1 General

10.1.1 Salt will be the prime material used for combating snow and ice. It is, however recognised that salt is also environmentally unfriendly. Therefore, to gain the most economic and environmentally satisfactory solution, the minimum amount of salt will
be used to obtain the best effect.

10.1.2 Pre-wetted salt is to be used for all precautionary de-icing treatments and for ice clearance on the Project Road. In addition to this dry salt will be used for all snow clearance.

10.1.3 The minimum requirements for de-icing material spread rates for precautionary treatment are provided in Appendix K.

10.1.4 Where the spread rate is greater than 20 grammes per square metre two separate precautionary treatments shall be undertaken.
In this case the first precautionary treatment will be undertaken at a spread rate of at least 20 grammes per square metre and within the timescale required by the Agreement.

The second precautionary treatment shall commence within 3 hours of the completion of the first treatment unless the trend from a range of road sensors indicates that the road temperature shall remain at least 1°C higher than the intervention level in Table 1 of Appendix K.

10.1.5 The minimum requirements for de-icing material spread rates for ice and snow clearance are shown in Table 3 of Appendix K.

10.1.6 Precautionary salt spreading rates will be reduced by 30% for the pre-wetted applications; Brine will make up the other 30%. Rock Salt for the production of brine
will be stored at our Eaglesfield and Crawford depots and will be managed so that there is sufficient stocks in place to enable contract requirements to be fulfilled.

10.1.7 The salt saturators to be used at our depots have a capacity of 10,000 litres and an hourly production rate of 2,500 litres. They will also act as storage vessels. Storage
tanks will also be available at each depot.

10.1.8 A pre-winter inspection and calibration of salt saturators will be completed by 15th September each year.

Table 1 – Salt Usage per route at 20 grammes per square metre (dry salt application)

	Route tonnage (dry salt)	Depot tonnage	70% of Dry Salt Tonnage	Brine Used per Treatment (Litres) 30%	Brine Salt per depot used per treatment (T)
Route 1	6.25	C	4.38	1,875	
Route 2	5.74	C – 11.99	4.02	1,722	7.19
Route 3	3.85	E	2.70	1,155	
Route 4	3.76	E	2.63	1,128	
Route 5	4.31	E	3.02	1,293	
Route 6	3.61	E – 15.53	2.53	1,083	9.32
Totals	**27.52**	**27.52**	**19.28**	**8.256**	**16.51**

C – Crawford depot E – Eaglesfield depot

10.2 Salt Specification

10.2.1 Salt for de-icing material as part of pre-wetted salt Operations not including the salt to be used in producing brine shall be 6.3mm grading particle size complying with BS 3247 or equivalent and treated with an anti-caking agent.

10.2.2 Salt for de-icing material as part of pre-wetted salt Operations to be used in producing brine shall be suitable for the production of brine.

10.2.3 At loading points salt storage shall ensure that the moisture content of the stored salt shall not exceed 4%.
Should the moisture content of the salt used for de-icing exceed 4% spread rates shall be increased by 100% for spread rates up to and including 20 grammes per square metre except where the moisture content has been increased above 4% in accordance with 10.2.4.

10.2.4 When the conditions of road surface temperatures of less than or equal to plus 1°C and relative humidity levels of less than or equal to 80% are forecast or present prevail, the salt moisture content for precautionary treatment shall be 5%.

10.3 Pre-wetted Salt

10.3.1 Salt for de-icing material as part of pre-wetted salt Operations to be used in producing brine shall be suitable for the production of brine.

10.3.2 For pre-wetted salt spreading Operations the spread rates set out in Appendix K means the total weight of the spread material.

10.3.3 Brine added to salt during spreading Operations as a pre-wetted agent shall be 30% of the total spread material by weight (70% salt / 30% brine solution). For example, for
a spread rate of 20 grammes per square metre the proportions shall be 14 grammes salt and 6 grammes brine.

10.3.4 The sodium chloride content of the pre-wetting brine solution shall have a minimum concentration of 20% and a maximum concentration of 23%.
Where temperatures are forecast to fall below minus 15°C the fully saturated brine shall be diluted by the addition of water to prevent re-crystallisation of the salt. This addition of water shall not reduce the concentration of sodium chloride below the minimum value of 20%.
The addition of water shall be undertaken in such a manner that shall ensure that the water and brine shall be thoroughly mixed to produce a consistent concentration of brine.
As soon as temperatures rise above minus 15°C a fully saturated solution (i.e. 23%) shall be used.

10.4 De-icing Material Supplier

10.4.1 Rock Salt will be supplied by:
ICL Ltd
Loftus
Boulby Mine
Saltburn-by-the-Sea
Cleveland
TS13 4UZ

10.4.2 Salt for brine solution will be supplied by:
JC Peacock & Co Ltd
North Harbour
Ayr
KA8 8AE

10.4.3 ECO-THAW will be supplied by:
Brine Solutions
Henley-On-Thames
Oxfordshire
RG9 4QG

10.5 De-icing Material Stock Levels

10.5.1 The stock levels will be maintained as follows in purpose-built salt barns at the two depots with the approximate storage volumes prior to the start of the Winter Maintenance season being:

Rock Salt -	Eaglesfield	2000 tonnes
	Crawford	2000 tonnes
Brine Salt -	Eaglesfield	26 tonnes
	Crawford	26 tonnes
ECO-THAW -	Crawford	30,000 Litres

In addition, up to 2000 tonnes of Rock Salt will be available for M6 ROM use at Dovedale Farm, Stonehouse, off the M74.

10.5.1 As a minimum sufficient brine shall be stored at each depot to treat simultaneously at a maximum spread rate all precautionary treatment routes serviced from that depot
with an additional quantity of 20% brine above that quantity held in reserve.
The brine within the storage facilities shall be replenished within 2 hours of being depleted.

10.5.2 Sensors with digital readouts shall be fitted to the storage facilities to automatically measure the salt concentration of the brine.
Weekday checks will be carried out using a saturation meter and the results to be stored electronically.

10.6 De-icing Material Stockpiles

10.6.1 Salt will not be stored more than 5 metres high and will be stored so that it is possible to use salt left from previous years before using new stock. Angle of repose /> 40^0

10.6.2 Salt will be taken from the barns and loaded over the sides of the spreaders by high lift front end loading shovels until the required amount of salt is loaded to suit the gritting route.

10.6.3 The salt barns will be constructed on concrete bases and shall be encircled by a cut off drain. They will be constructed in such a manner that run-off from other parts of the site will not underwash the base, the water content of the stockpile shall not increase from ground water rising and that any drainage moisture shall run to the perimeter.

10.6.4 ECO-THAW will be stored in a 30,000L tank installed at Crawford depot.

10.7 Measurement of De-icing Material Stockpiles

10.7.1 Salt stockpiles will be checked a minimum of once per month and, during high usage, at shorter intervals as appropriate. M6 ROM will ensure that stockpiles of salt are maintained to a minimum of 500 tonnes. Salt will be supplied by ICL Ltd as and when required.

10.7.2 M6 ROM will monitor ECO-THAW stockpiles and will replenish when the quantity has reduced to a minimum of fifteen thousand (15,000) litres in no later than seven (7) days. If this replenishment timescale of seven (7) days cannot be achieved

Transport Scotland and PAG are to be notified immediately along with the reasons why the replenishment timescale cannot be achieved.

10.8 Testing

10.8.1 Within 10 days of delivery salt shall be tested at loading points all in accordance with BS 812 or equivalent and results recorded to ascertain

(i) Moisture content (1 test per 500 tonnes)
(ii) Particle size distribution (1 test per 500 tonnes)
(iii) Chloride content (1 test per 1500 tonnes
(iv) Soluble sulphate compounds (1 test per 1500 tonnes

10.8.2 Salt stocks will be tested for salt moisture content at monthly intervals throughout each winter period and the results recorded.

10.8.3 An electronic database will be maintained for the storage of materials test data.

10.9 ECO-THAW

10.9.1 Scottish Ministers Variation Notice SMV No. OM/28 was issued on 31st August 2022 for the use of alternative de-icer (ECO-THAW) on the M6 DBFO.

10.9.2 ECO-THAW is to be used to increase resilience and provide enhanced precautionary salting and de-icing capability in snow events at locations of significant gradient in the northern section of the Project Road (north of Tinnybank).

10.9.3 All works associated with the storage tank for the Alternative De-Icer such as repair of defects, maintenance, and removal of the tank for the Crawford Depot to a location agreed or specified by Transport Scotland are covered by this Scottish Ministers Variation.

10.9.4 The Alternative De-Icer shall be used in conditions where significant snow is forecast or is falling and whilst snow clearing operations are being undertaken. The Alternative De-Icer will be used as a substitute of the brine solution in pre-wetted spreading during these conditions at the same ratio of seventy (70) percent salt and thirty (30) percent Alternative De-Icer.

10.9.5 Use of Alternative De-icer shall be implemented when the DBFO Snow Plans are activated and will normally be agreed with Transport Scotland at the Winter Service Operational Partners Meeting which will be held in advance of any snow event.

10.9.6 Agreement to use Alternative De-Icer may also be by phone or e mail contact with Transport Scotland. The primarily use of Alternative De-Icer is for use on 20g Routes 1 and 2 from the Crawford Depot, however other routes may utilise the Alternative De-Icer as agreed with Transport Scotland.

10.9.7 ECO-THAW supplied by Brine Solutions is to be used as the Alternative De-Icer until such times as an alternative material and supplier is notified by Transport Scotland.

Section 11 RECORDS AND REPORTING

11.1 General

11.1.1 In order to regularly assess the cost effectiveness and performance of the Winter Maintenance operation the following monitoring exercises will be carried out during
the winter period.

11.1.2 A Winter Maintenance Surveillance is included in ROM's Surveillance Schedule (Ref: M6-ROM-WSP-4-001) and will be carried out during the 2025/2026 winter period.

11.1.3 Performance monitoring will be undertaken throughout the winter period to establish the standard of forecasting and the incidence of abortive actions and failures to salt.

11.1.4 All records and performance monitoring reports will be kept for 5 years.

11.2 Records

11.2.1 Key items that will be checked through surveillance and performance monitoring during the winter period are: -

Response time – ('RoadDSS Manager'/daily action/Spreader log)
Treatment times (start/end) / runs – (Spreader log)
Routes treated (start/end times) – (Gritter log proforma)
Fleet downtime due to breakdown – (Spreader log)
Mobile temperature sensor records – (Data loggers)
Forecast / actual RTSs – (Temperature form)
Salt usage / grit usage – (Salt record)
Forecast performance / daily action – ('RoadDSS Manager'/daily action)
Road blockages – (road blocks)
Weekly statistical returns – (Weekly report)
Level and validity of public complaints – (Complaint form)
The incidence of road traffic accidents – (Weekly report)
Third party claims
Weather Station / Winter Fleet faults form
Communication – (Duty Officer Log)
Duty Engineer decisions / actions – ('RoadDSS Manager Diary')

11.2.2 Examples of the record sheets are given in Appendix H. They may however be kept as an electronic copy.

11.2.3 Data from the Vaisala Ice Prediction System is automatically archived by the system. A hard print copy of the forecast for every day of the Winter Maintenance Period will
be kept for 5 years.

11.2.4 Other documentation to be read in conjunction with this Plan is listed in Appendix L.

11.2.5 Records of the runs carried out will not be retained as hard copies but will be retained electronically on the GPS computer. This information will be archived weekly.

Section 12 POLICE DEPARTMENTS AND NEIGHBOURING AUTHORITIES

12.1 Police Departments

12.1.1 Co-operation and full contact with the Police will be maintained at all levels regarding the calling out of personnel, manning of depots etc. The Winter Maintenance Patrols will report by telephone to the Duty Officer or Duty Engineer whenever snow begins to fall.

12.1.2 In difficult conditions, when requested, a Police car may accompany the snow clearing or salt spreading plant. The Police car will only operate until a reasonable passage for traffic has been obtained. All requests for a patrol car will be made by the Duty Officer or Duty Engineer to the appropriate Police Force Control Room. Gritter and snowplough drivers will not however, wait for patrol cars but will commence work immediately.

12.1.3 A list of relevant Police Departments and contact telephone numbers is given in Appendix J.

12.1.4 Movement of Abnormal Loads: When conditions due to ice and snow become too severe for the safe movement of abnormal or heavy loads and it is known that a movement is imminent or in progress, the appropriate Police Force Control Room will be informed by the Reporting Centre. A request will be made for Police co-operation in advising the driver of the abnormal load of the conditions in order to encourage him to cease travelling until the road is considered safe. If the move has not commenced or is due on the motorway network within 24 hours, the haulage contractor will be informed of the conditions by the Networks Management Abnormal Loads Officer who is listed in Appendix E.

12.1.5 The Police will be advised that snow ploughing has commenced, and a request to activate the motorway warning signals will be made to Traffic Scotland's Control Room.

12.1.6 During periods of prolonged severe weather, a representative from the SW Unit Operating Company will attend the MART at the Traffic Scotland National Control Centre to co-ordinate Winter Maintenance operations on the Project Road.

12.1.7 Liaison with Traffic Scotland to display a special message on the Variable Message Signs if required.

12.2 Neighbouring Authorities.

12.2.1 A list of relevant Local Authorities and contact telephone numbers is given in Appendix J.

12.2.2 Details of the interface arrangements with other road authorities is given in Appendix M.

Appendix A

Meteorological Forecasts – Definition of terms

Appendix A

METEOROLOGICAL FORECASTS - DEFINITION OF TERMS

A.1 Precipitation

A.1.1 A collective word for all the various types of rain, snow, hail etc. In forecasts the following are the definitions used:

Drizzle:	Very small, generally very numerous, raindrops. Raindrops of appreciably size.
Rain:	Crystals of white ice apparently opaque, generally in small or large flakes of light feather structure.
Snow:	
Slight Accumulations:	< 0.5cm deep
Moderate Accumulations:	0.5 – 4cm deep
Heavy Accumulations:	> 4cm deep
Hail:	Pellets of ice, usually hard, partly transparent, but collectively of white appearance. There is also a form of pellet not hard but white and opaque like snow which is called soft hail or graupel.
Sleet:	Snow and rain together or snow melting as it is actually falling.

A.2 Fog

A.2.1 Obscurity in the surface layers of the atmosphere caused by particles of condensed moisture or smoke held in suspension in the air. Fog is officially that condition of obscurity in which objects at a distance of one kilometre are not visible. Above this limit, but below two kilometres, it is officially "mist". Haze enjoys the same limits as mist but is reserved for dry air in which the obscuration is due to dust or smoke.

A.2.2 The following scale of fog intensity is used in official forecasts:

	Visibility
Dense Fog	less than 44 yards less
Thick Fog	than 220 yards less than
Fog	440 yards
Moderate Fog	less than 1100 yards
Mist or Haze	less than 2200 yards

Fog can occur whenever a surface is cooler than a moist air stream which crosses it.

A.3 Frost

A.3.1 The following terms are used to denote the degree of frost:

Term	Wind less than 10 Knots	Wind more than 10
Slight Frost	0 to -2.5 C	Knots 0 to -0.5 C
Moderate Frost	-3.5 to -6.0 C	-1.0 to -2.0 C
Severe Frost Very	-6.5 to -11.5 C	-2.5 to -5.0 C
Severe Frost	Below -11.5 C	Below -5.0 C

A.4 Other Terms used in Forecasts

A.4.1 When periods of precipitation are expected, the following terms are used:

Shower:	Brief precipitation with more or less definite clearances between the falls.
Occasional:	Not continuous. The periods of precipitation are relatively short and occupy only a small fraction of the total time.
Intermittent:	Not continuous over a considerable period; but the period of precipitation are of substantial duration and the sky remains overcast.
Thundery Rain:	Occasional or intermittent rain of varying intensity, but heavy at times. Usually but not necessarily accompanied by thunder.
Thundery Showers:	Showers of rain, hail, sleet or snow, usually heavy and accompanied by thunder.
Thunderstorm:	Thunder and lightning with or without precipitation, which may be continuous over a considerable period, and heavy at times.

A.4.2 When it is expected to be dry then the following terms are used, during daylight:

Fine:	No precipitation or thick fog. Some
Dry:	sunshine. No precipitation or thick fog.
Sunny:	Sunshine most of the time.
Sunny Periods:	Fairly continuous sunshine for an hour or two at a time, and in all more sunshine than cloud.
Sunny Intervals:	Intermittent sunshine for less than half the period.

Bright:	Considerable diffused sunshine and perhaps some direct sunshine.
Bright Periods:	Bright sky for more than half the time.
Bright Intervals:	Intermittent occurrences of a bright sky which are too brief to be termed bright periods.
Cloudy:	Cloud nearly or completely covering the sky so as to reduce daylight to the extent that bright is inappropriate.
Dull:	A complete cloud cover so dark as to justify a stronger term than cloudy.

A.4.3 When it is expected to be dry then the following terms are used, during darkness:

Fine:	No precipitation or thick fog.
Dry:	No precipitation or thick fog.
Clear:	No fog, little or no cloud.
Cloudy:	Cloud nearly or completely covering the sky.
Variable Cloud:	Cloud cover varying between about one-quarter and three quarters.

Appendix B

Road Conditions

Appendix B

ROAD CONDITIONS

B.1 Road Conditions

B.1.1 According to the Transport Road Research Laboratory road icing depends more on the state of the road i.e. the 'degree of wetness' than on actual temperature. However, the circumstances in which roads become icy may be classified into the following broad categories, in order of frequency of occurrence.

The Freezing of Wet Road Surfaces

B.1.2 In most cases the road will have become wet because of rain which fell when air temperature was above freezing point; the road may also become wet by a heavy deposit of dew or from a wet fog, by the melting of hoar frost which may have formed during the previous night, or by melting snow. A subsequent fall in temperature of the road surface, usually due to radiation of heat to a clear night sky, causes the water film remaining on the surface to freeze.

A Heavy Deposit of Hoar Frost

B.1.3 Sometimes this is preceded by a deposit of dew. With little traffic the surface is not very slippery, but heavy traffic, causing the partial melting and packing of the ice crystals, eventually produces a treacherous surface if the temperature is near to the freezing point.

The Freezing of Deposited Moisture on a Cold, Dry Road Surface

B.1.4 When there is a sudden change in the weather, from a relatively long period with temperatures below freezing point, to one where the temperature is high, then water which condenses on the cold road surface, may freeze. This condition is most severe if the onset of the warmer conditions is accompanied by drizzle. It does not occur frequently (about once every two winters on the average), but it leads to treacherous road conditions because freezing takes place from below and the ice layer will have a lubricating film of water on its surface.

Glazed Frost

B.1.5 This is the most dangerous of weather phenomena associated with frost which is caused by the re-freezing of super cooled rain drops on impact with the cold surface. This is an infrequent occurrence in the British Isles.

B.2 Action on Receipt of a Forecast Predicting Freezing Temperatures

B.2.1 On receipt of the 24 hour Forecast or a Forecast Update the Reporting Centre, or the appropriate maintenance personnel, will decide on the appropriate action and make the necessary arrangements for treatment.

B.2.2 Table 1 indicates possible appropriate actions for many combinations of forecast and existing situations. **In the event of a border line situation, action should be on the side of safety.**

Notes to Action Table (Table 1)

B.2.3 The action table should be read in conjunction with the following notes:

i) Particular attention should be given to the possibility of water running across carriageways, e.g. off adjacent grassed areas after heavy rains, washing off salt previously deposited. Such locations should be kept under scrutiny and may require treating in the evening and morning, and possibly on other occasions.

ii) When a forecast contains reference to expected hoar frost considerable deposits may occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset may be dispersed before it can become effective. Particular vigilance is required under this forecasted condition which is ideally treated just as the hoar frost is forming. Such action is usually not practicable, and salt may have to be deposited on a dry road before the condition forms. Hoar frost may be forecast to occur at other times in which case the timing of salting operations should be adjusted accordingly.

iii) If, under conditions where rain is expected before freezing and rain has not ceased by early morning, crews must be called out and action should be initiated as rain ceases (Action 5).

iv) Under circumstances where rain is expected during freezing conditions rain will freeze on contact with the road surface and full pre-salting must take place even on dry roads. Constant vigilance must be maintained throughout the danger period.

v) Forecasts are often qualified by altitudes in which case differing action may be required from each depot.

Appendix C

Treatment Routes and Descriptions

ROUTE OPTIMISATION

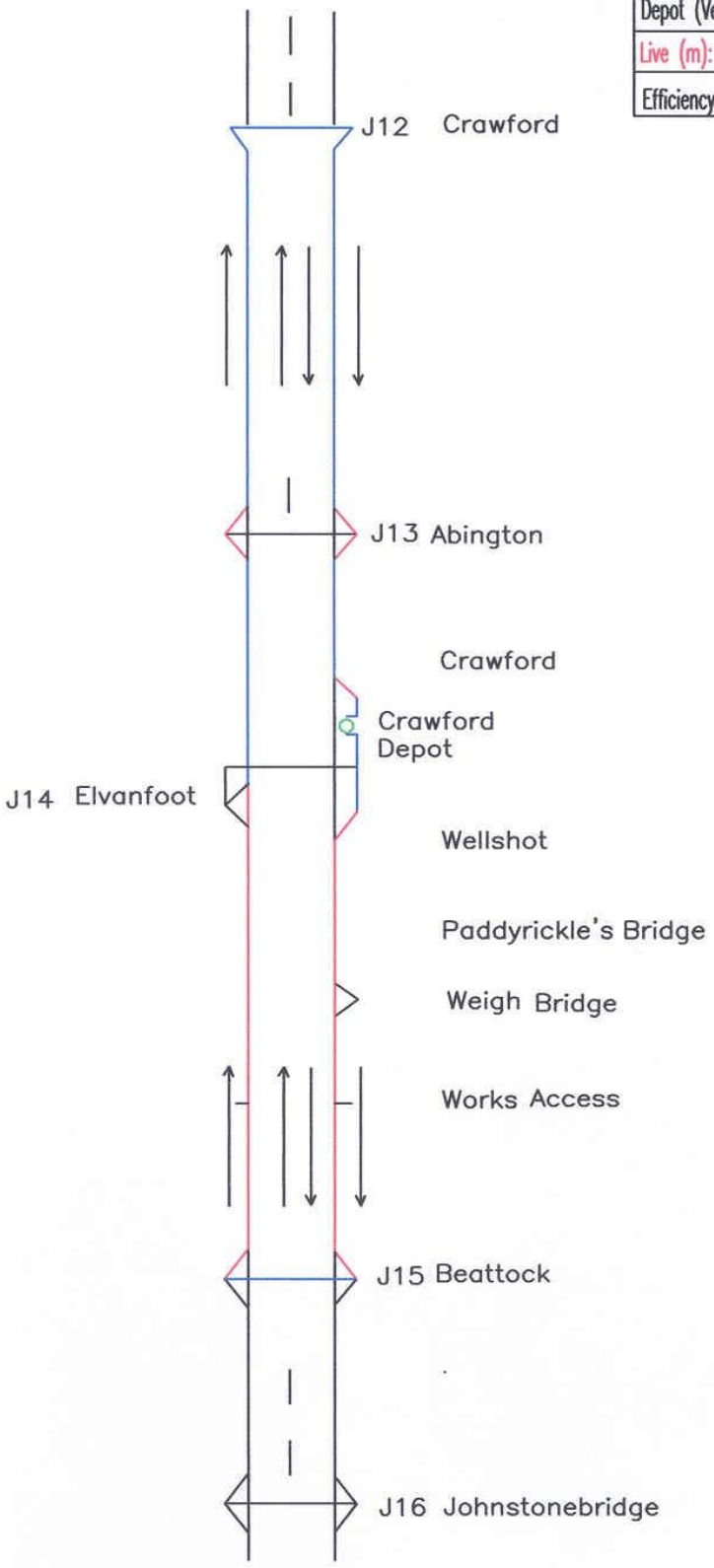
M6 ROM

Pre-Salt 10/15/20gm^2 Routes

Certificate No.
FS 34153

VAISALA LTD
Vaisala House
349 Bristol Road
Birmingham B5 7SW
United Kingdom
Phone intl + (0)121 683 1200
Fax intl + (0)121 683 1299
http://www.vaisala.com

M6 ROM Version 2 July 2004 Pre-Salt Routes		
Route: 1	Domain: n/a	Spread:10,15,20gm
Depot (Vehicles): Crawford		
Live (m): 30.2	Dead (m) 24.9	Total (m): 55.1
Efficiency: 54%	Time (h:m): 1.26	Thermal: Cold

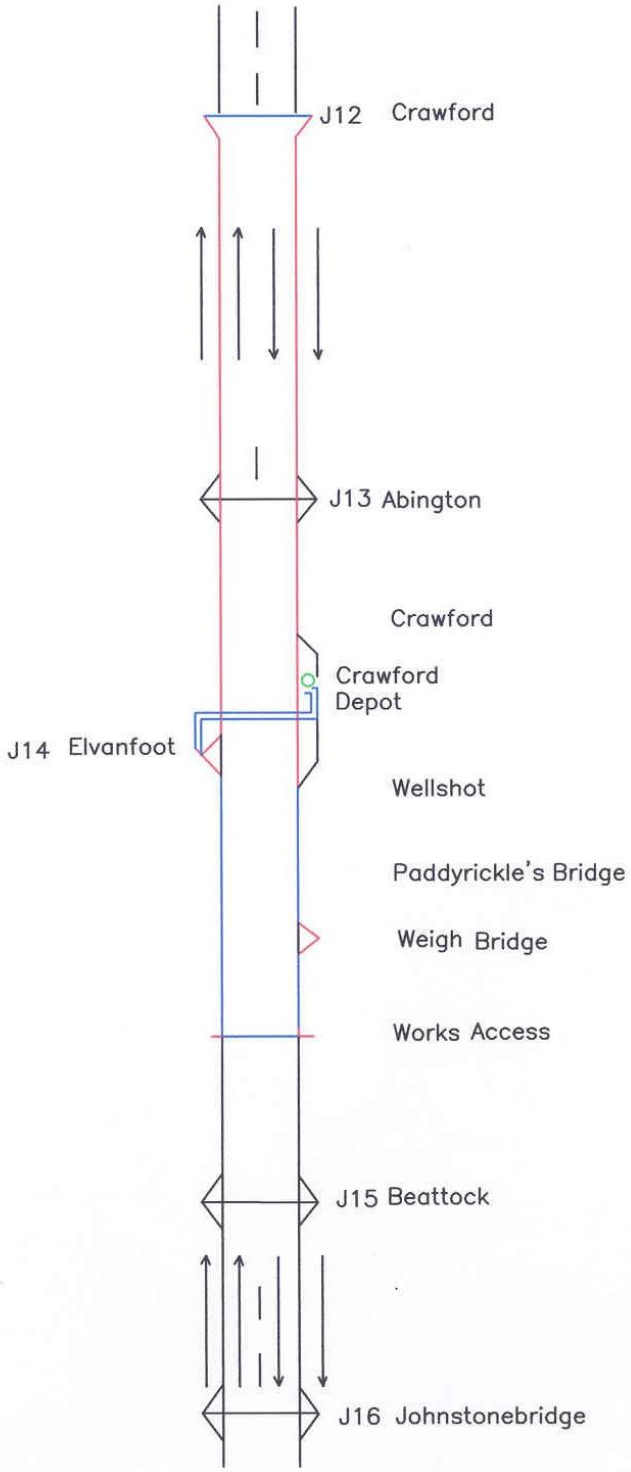


M6 ROM PRE-SALT 10/15/20gm² ROUTES

ROUTE 1 FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound and B7076 to M74 Junction 14 southbound on slip at Wellshot, BEAR LEFT
SALT	On slip and M74 southbound and M74 Junction 15 off slip to end, TURN RIGHT
TRAVEL	A701 underneath M74 to M74 Junction 15 northbound on slip, TURN RIGHT
SALT	On slip and M74 northbound to end of M74 Junction 14 on slip, STRAIGHT
TRAVEL	M74 northbound to M74 southbound to M74 Junction 13 off slip, BEAR LEFT
SALT	Off slip and M74 Junction 13 on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound, M74 Junction 12 off slip, road underneath M74, M74 southbound on slip and M74 southbound to M74 Junction 13 off slip, BEAR LEFT
SALT	Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 14 Crawford Interchange off slip, BEAR LEFT
SALT	Off slip to A702 Crawford r/b, TURN RIGHT
TRAVEL	Return to depot via A702

M6 ROM Version 2 July 2004 Pre-Salt Routes		
Route: 2	Domain: n/a	Spread:10,15,20gm
Depot (Vehicles): Crawford		
Live (m): 28.6	Dead (m) 15.4	Total (m): 44
Efficiency: 65%	Time (h:m): 1.19	Thermal: Cold

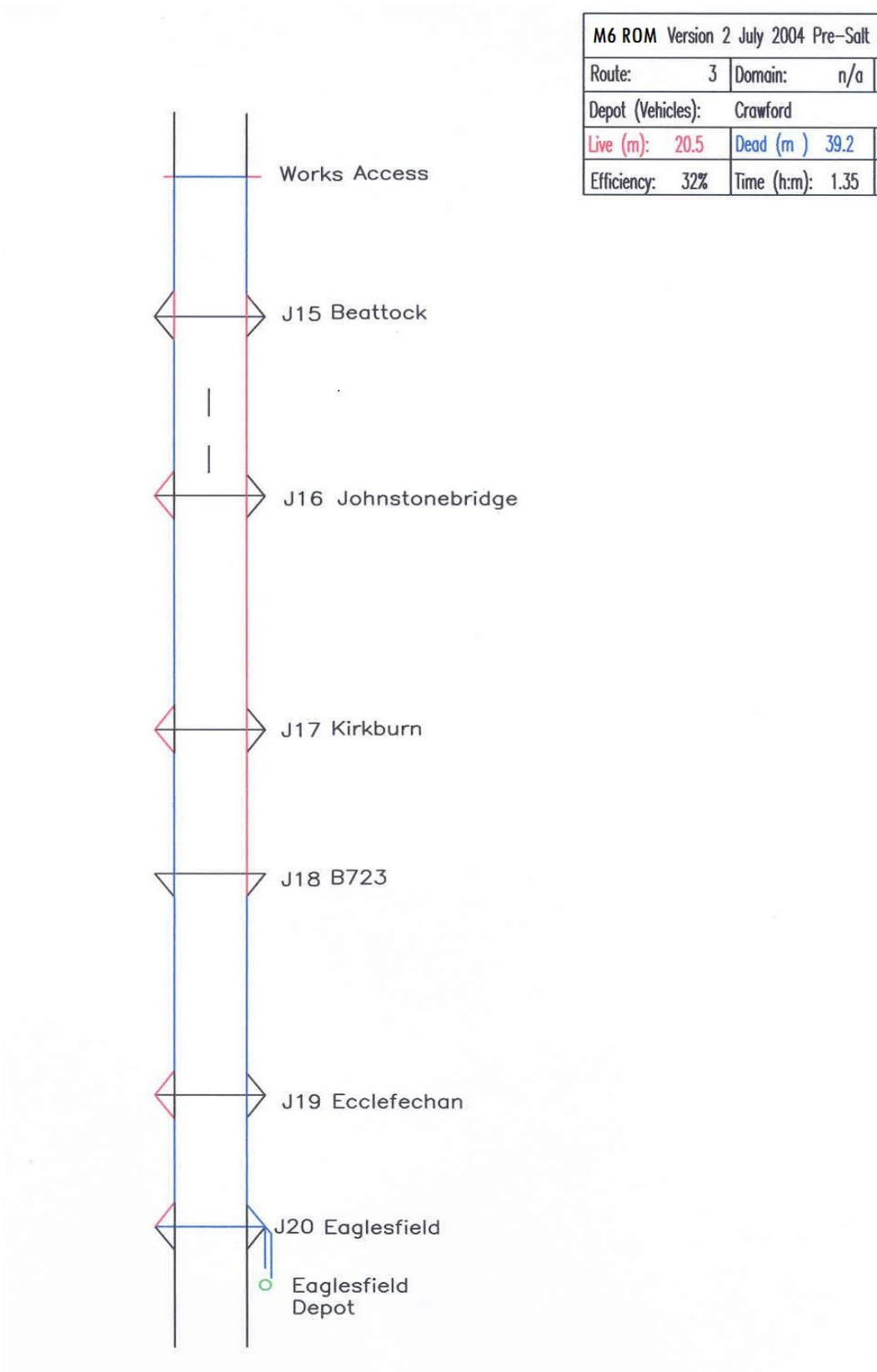


M6 ROM PRE-SALT 10/15/20gm^2

ROUTE 2 ROUTES FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound to M74 Junction 14 northbound on slip, TURN LEFT
SALT	On slip and M74 northbound and the M74 Junction 12 off slip, TURN RIGHT
TRAVEL	A70 to M74 Junction 12 southbound on slip, TURN RIGHT
SALT	On slip and M74 southbound to end of M74 Junction 14 on slip at Wellshot, STRAIGHT
TRAVEL	M74 southbound to M74 southbound Weigh Bridge off slip, BEAR LEFT
SALT	Off slip and M74 southbound Weigh Bridge on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to gap in carriageway at Works Access, BEAR LEFT
SALT	Off slip and through Works Access gates
TRAVEL	B719 over Greenhillstairs Bridge to B7076 and M74 northbound Works Access, TURN RIGHT
SALT	Works Access gates to northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 14 off slip, BEAR LEFT
SALT	Off slip to A702 r/b, TURN LEFT
TRAVEL	Return to depot via A702

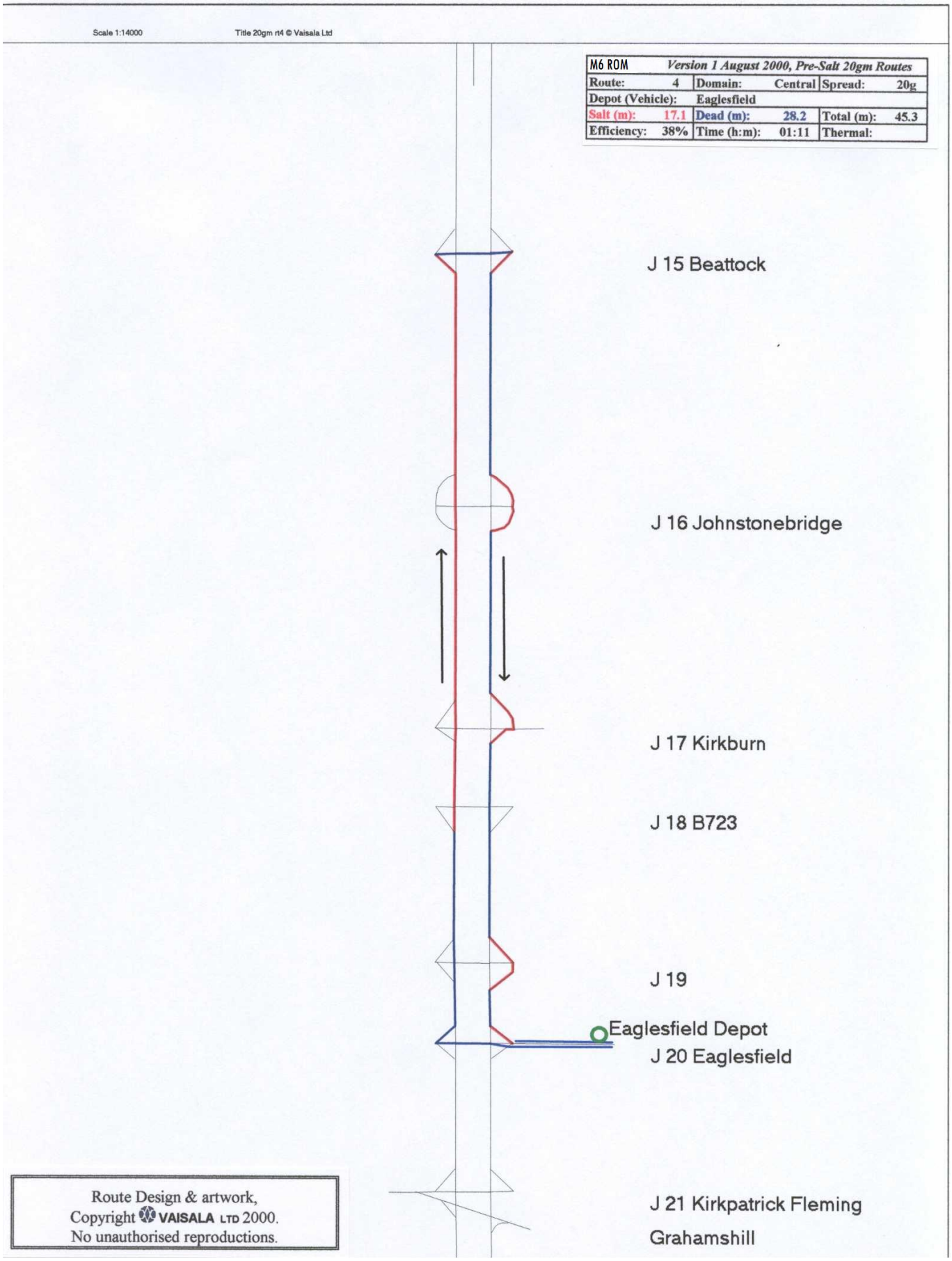
M6 ROM Version 2 July 2004 Pre-Salt Routes		
Route: 3	Domain: n/a	Spread:10,15,20gm
Depot (Vehicles): Crawford		
Live (m): 20.5	Dead (m) 39.2	Total (m): 59.7
Efficiency: 32%	Time (h:m): 1.35	Thermal: Cold



M6 ROM PRE-SALT 10/15/20gm^2

ROUTE 3 ROUTES FROM EAGLESFIELD DEPOT

	Out of depot, TURN LEFT
TRAVEL	B722 to M74 Junction 20 northbound on slip
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 19 off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 17 off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 16 off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 15 off slip, STRAIGHT
SALT	M74 northbound to end of M74 Junction 15 on slip, STRAIGHT
TRAVEL	M74 northbound to gap in carriageway at Works Access, BEAR LEFT
SALT	Off slip and through the Work Access gates, TURN LEFT
TRAVEL	B7076 southbound to B719 over Greenhillstairs Bridge and TURN LEFT to the southbound Works Access gates
SALT	Works Access gates to southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 15 off slip, STRAIGHT
SALT	M74 southbound to end of M74 Junction 18 southbound on slip, STRAIGHT
TRAVEL	Return to depot via M74 southbound, M74 Junction 20 off slip and B722


Scale 1:14000
Title 20gm rt4 © Vaisala Ltd
M6 ROM
Version 1 August 2000, Pre-Salt 20gm Routes
Route: 4
Domain: Central
Spread: 20g
Depot (Vehicle): Eaglesfield
Salt (m): 17.1
Dead (m): 28.2
Total (m): 45.3
Efficiency: 38%
Time (h:m): 01:11
Thermal:
J 15 Beattock
J 16 Johnstonebridge
J 17 Kirkburn
J 18 B723
J 19
Eaglesfield Depot
J 20 Eaglesfield
J 21 Kirkpatrick Fleming
Grahamshill
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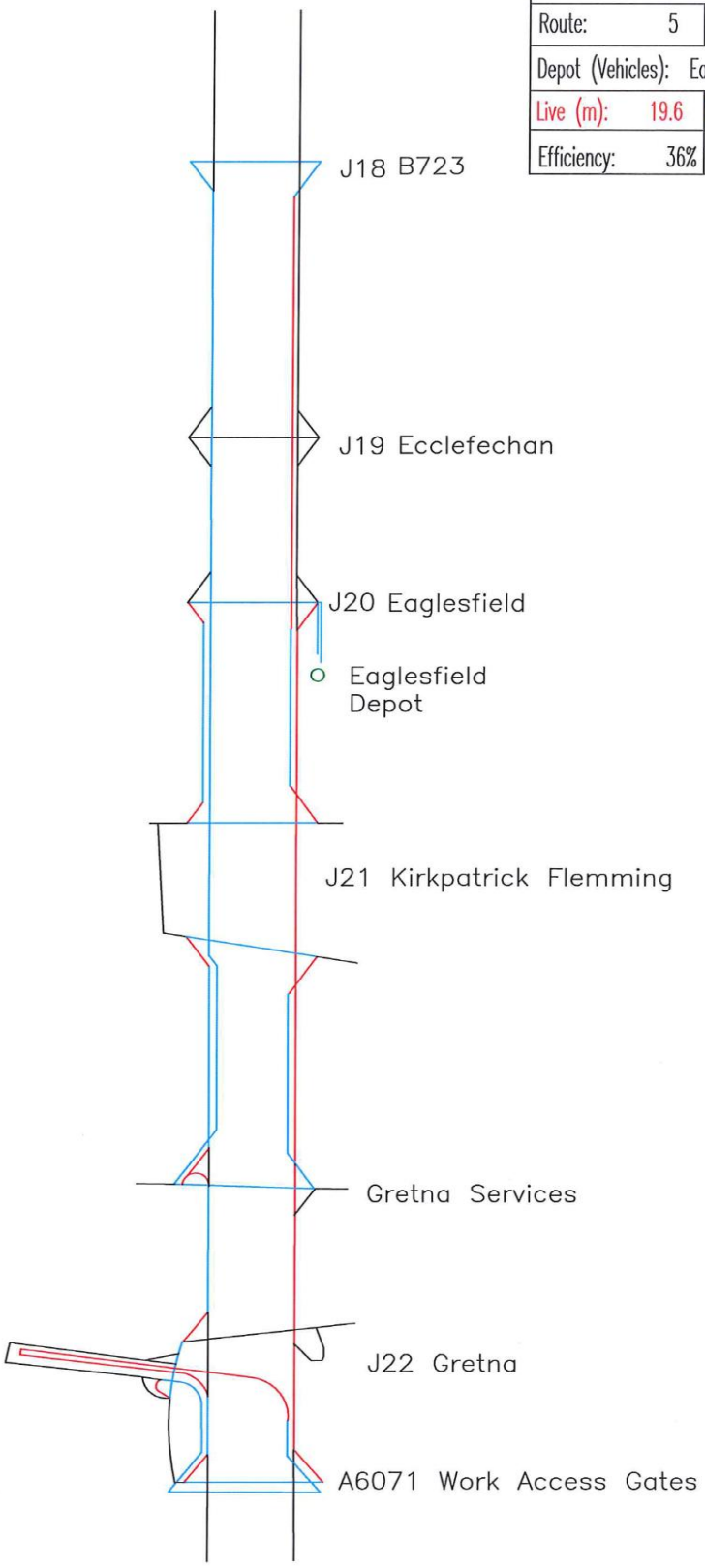
M6 ROM PRE-SALT 10/15/20gm^2 ROUTES

ROUTE 4 FROM EAGLESFIELD DEPOT

Out of depot,

TRAVEL	B722, M73 Junction 20 northbound on slip and M74 northbound to M74 Junction 18 off slip, STRAIGHT
SALT	M74 northbound and M74 Junction 15 off slip to end, BEAR RIGHT
TRAVEL	A701 under M74 to M74 southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to Junction 16 Johnstonebridge Services off slip, BEAR LEFT
SALT	Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 17 off slip, BEAR LEFT
SALT	Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 19 off slip, BEAR LEFT
SALT	Off slip to B7076 r/b and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 20 off slip, BEAR LEFT
SALT	Off slip to B722, TURN LEFT
	Return to depot via B722

M6 (ROM) Version 3 October 2015 Pre-Salt Routes					
Route:	5	Domain:	n/a	Spread:10,15,20gm	
Depot (Vehicles):	Eaglesfield				
Live (m):	19.6	Dead (m)	35.6	Total (m):	55.2
Efficiency:	36%	Time (h:m):	01:26	Thermal:	Cold



M6 ROM PRE-SALT 10/15/20gm^2 ROUTES FROM

ROUTE 5 EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722 to A74/M Junction 20 southbound on slip, TURN LEFT
SALT	On slip and A74/M southbound at A6071 Guardsmill over bridge, STRAIGHT. BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
SALT	Off slip and On slip to end using at the emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL	A74/M northbound to off slip A75(T)
SALT	A75(T) off slip towards Gretna and main carriageway to gap in carriageway, U-TURN
SALT	A75(T) eastbound and on slip to A74/M
TRAVEL	A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL	A74/M northbound and A75(T) off slip towards Gretna to first spur off to B7076, TURN LEFT
SALT	A75(T) off slip to B7076, TURN LEFT
TRAVEL	B7076 to A74/M northbound on slip, STRAIGHT
SALT	Off slip B7076 to end TURN LEFT
TRAVEL	B7076 to A74/M northbound on slip, STRAIGHT
SALT	On slip to end , JOIN CARRIAGEWAY
TRAVEL	A74/M northbound to Gretna Green Services off slip, BEAR LEFT
SALT	Off slip, Service Access road and A74/M northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M northbound to B7076 Grahamshill off slip, BEAR LEFT
SALT	Off slip to B7076, TURN RIGHT

Route 5 (continued…….)

TRAVEL

B7076 over main carriageway to A74/M southbound on slip, TURN RIGHT

SALT On slip to end, JOIN CARRIAGEWAY

TRAVEL A74/M southbound, Gretna Green Services off slip, Service Access road over main carriageway, A74/M northbound on slip and A74/M northbound to A74/M Junction 18 off slip, BEAR LEFT

TRAVEL Off slip, B723 and A74/M southbound on slip to end, JOIN CARRIAGEWAY

SALT A74/M southbound to end of A74/M Junction 20 on slip, STRAIGHT

TRAVEL A74/M southbound to A74/M Junction 21 off slip at Kirkpatrick Fleming, BEAR LEFT

SALT Off slip to B6357, TURN RIGHT

TRAVEL B6357 over main carriageway to A74/M northbound on slip, TURN RIGHT

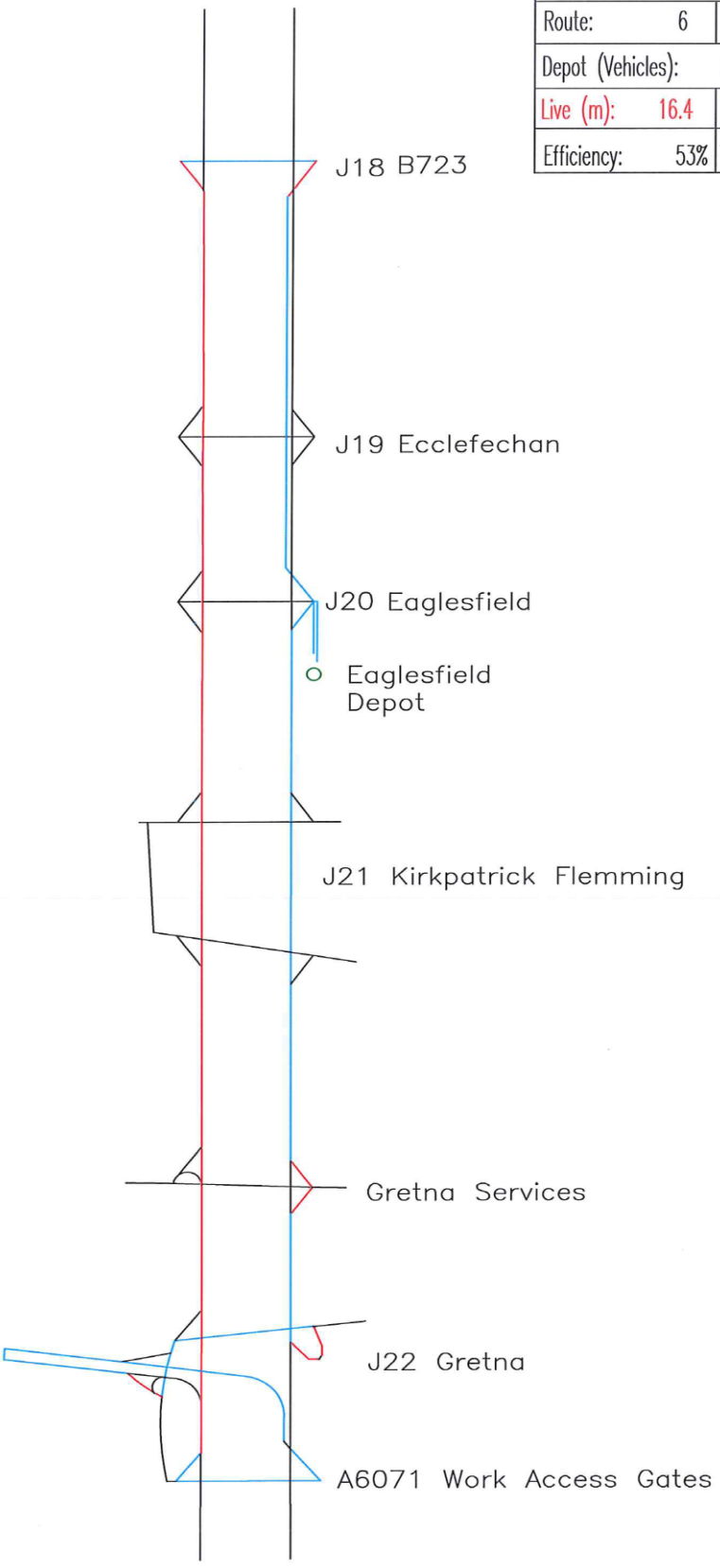
SALT On slip to end, JOIN CARRIAGEWAY

TRAVEL A74/M northbound to A74/M Junction 20 off slip, BEAR LEFT

SALT Off slip to B722, TURN RIGHT

Return to depot via B722.

M6 (ROM) Version 3 October 2014 Pre-Salt Routes		
Route: 6	Domain: n/a	Spread:10,15,20gm
Depot (Vehicles):	Eaglesfield	
Live (m): 16.4	Dead (m) 14.8	Total (m): 31.2
Efficiency: 53%	Time (h:m): 00:52	Thermal: Cold



M6 ROM PRE-SALT 10/15/20gm^2 ROUTES FROM

ROUTE 6 EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722, A74/M Junction 20 southbound on slip and A74/M southbound to Gretna Green Services off slip, BEAR LEFT
SALT	Off slip and A74/M southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M southbound to Springfield off slip, BEAR LEFT
SALT	Off slip to Springfield r/b, TURN LEFT
TRAVEL	Class III road, B7076 to Gretna A75(T) westbound on slip
SALT	On slip to A75(T) westbound to end, JOIN CARRIAGEWAY
TRAVEL	A75(T) westbound to break in carriageway, U-TURN
TRAVEL	A75(T) eastbound, A74/M southbound on slip, A74/M southbound at A6071 Guards Mill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL	A74/M northbound to A6071 Guardsmill over bridge, STRAIGHT
SALT	A74/M northbound and A74/M Junction 18 off slip to B723, TURN RIGHT
TRAVEL	B723 to A74/M southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
	Return to depot via A74/M southbound, A74/M Junction 20 off slip and B722.

ROUTE OPTIMISATION

M6 ROM

Pre-Salt 40gm^2 Routes

Certificate No.
FS 34153

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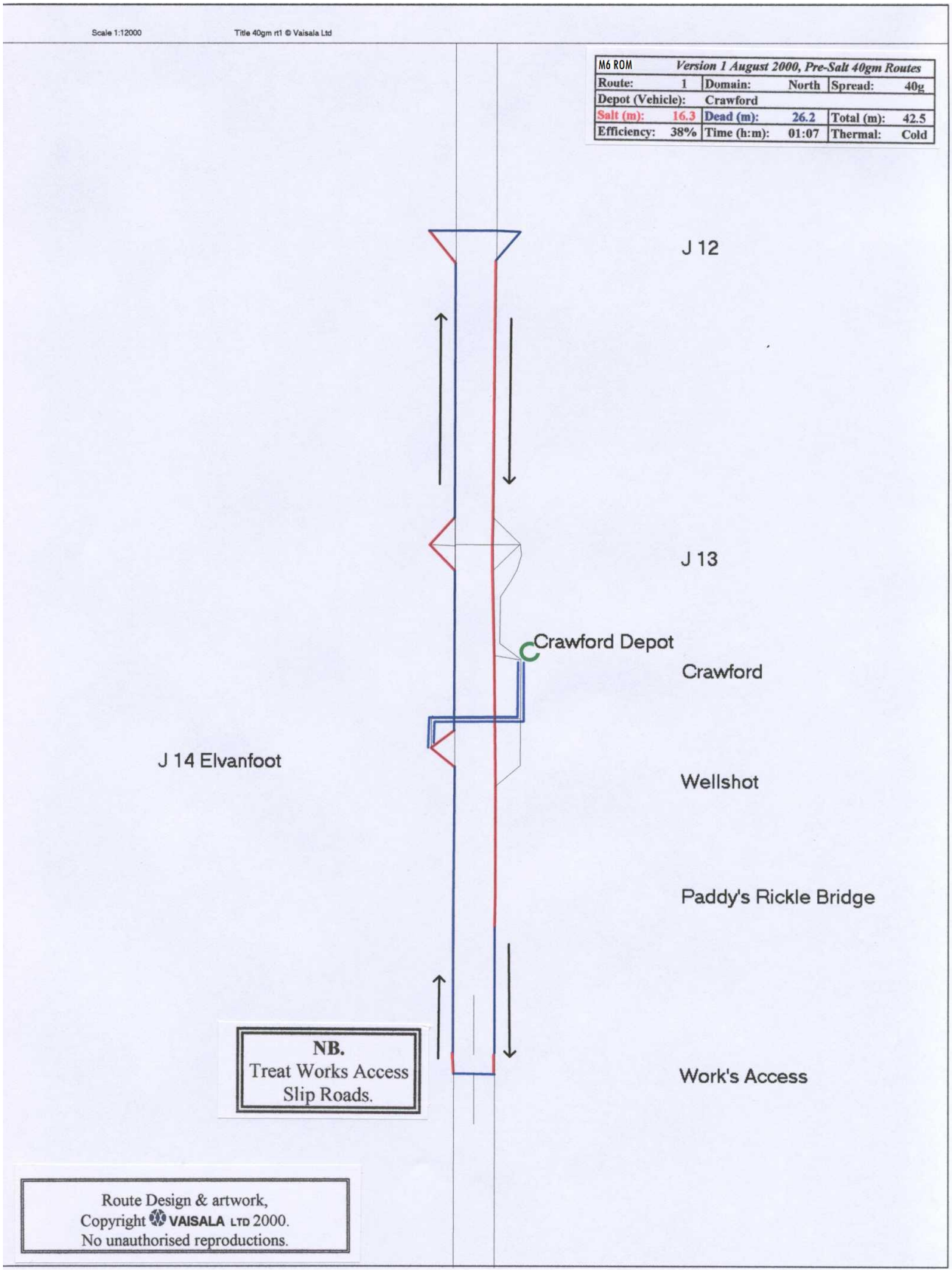
Scale 1:12000
Title 40gm rt1 © Vaisala Ltd
M6 ROM Version 1 August 2000, Pre-Salt 40gm Routes
Route: 1 Domain: North Spread: 40g
Depot (Vehicle): Crawford
Salt (m): 16.3 Dead (m): 26.2 Total (m): 42.5
Efficiency: 38% Time (h:m): 01:07 Thermal: Cold
J 12
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
NB.
Treat Works Access
Slip Roads.
Work's Access
Route Design & artwork,
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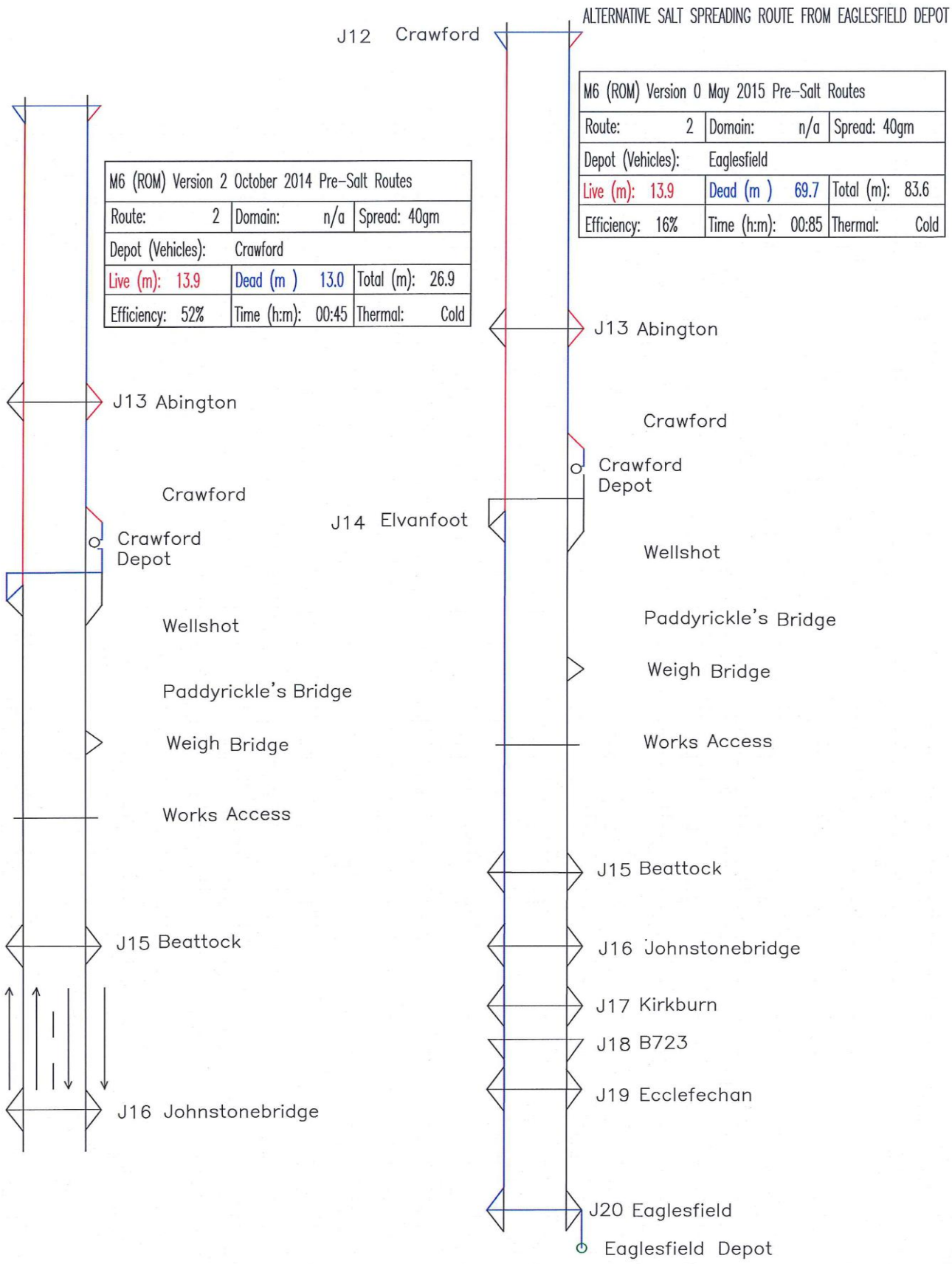
M6 ROM

PRE-SALT 40gm^2 ROUTES

ROUTE 1
FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound to M74 Junction 14 northbound on slip, TURN LEFT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 13 off slip, BEAR LEFT
SALT	Off slip to B7078 and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 12 off slip, BEAR LEFT
SALT	Off slip to A70, TURN RIGHT
TRAVEL	A70 and M74 southbound on slip to end, JOIN CARRIAGEWAY
SALT	M74 southbound to end of Paddy's Rickle Bridge on slip, STRAIGHT
TRAVEL	M74 to gap in carriageway at Works Access, BEAR LEFT
SALT	Works Access slip roads and U-TURN
TRAVEL	M74 northbound to M74 junction 14 off slip, BEAR LEFT
SALT	Off slip to A702 r/b, TURN RIGHT

Return to depot via A702


ALTERNATIVE SALT SPREADING ROUTE FROM EAGLESFIELD DEPOT
M6 (ROM) Version 0 May 2015 Pre-Salt Routes
Route: 2 Domain: n/a Spread: 40gm
Depot (Vehicles): Eaglesfield
Live (m): 13.9 Dead (m) 69.7 Total (m): 83.6
Efficiency: 16% Time (h:m): 00:85 Thermal: Cold
M6 (ROM) Version 2 October 2014 Pre-Salt Routes
Route: 2 Domain: n/a Spread: 40gm
Depot (Vehicles): Crawford
Live (m): 13.9 Dead (m) 13.0 Total (m): 26.9
Efficiency: 52% Time (h:m): 00:45 Thermal: Cold
J12 Crawford
J13 Abington
Crawford
Crawford Depot
J14 Elvanfoot
Wellshot
Paddyrickle's Bridge
Weigh Bridge
Works Access
J15 Beattock
J16 Johnstonebridge
J17 Kirkburn
J18 B723
J19 Ecclefechan
J20 Eaglesfield
Eaglesfield Depot

M6 ROM
PRE-SALT 40gm^2 ROUTES

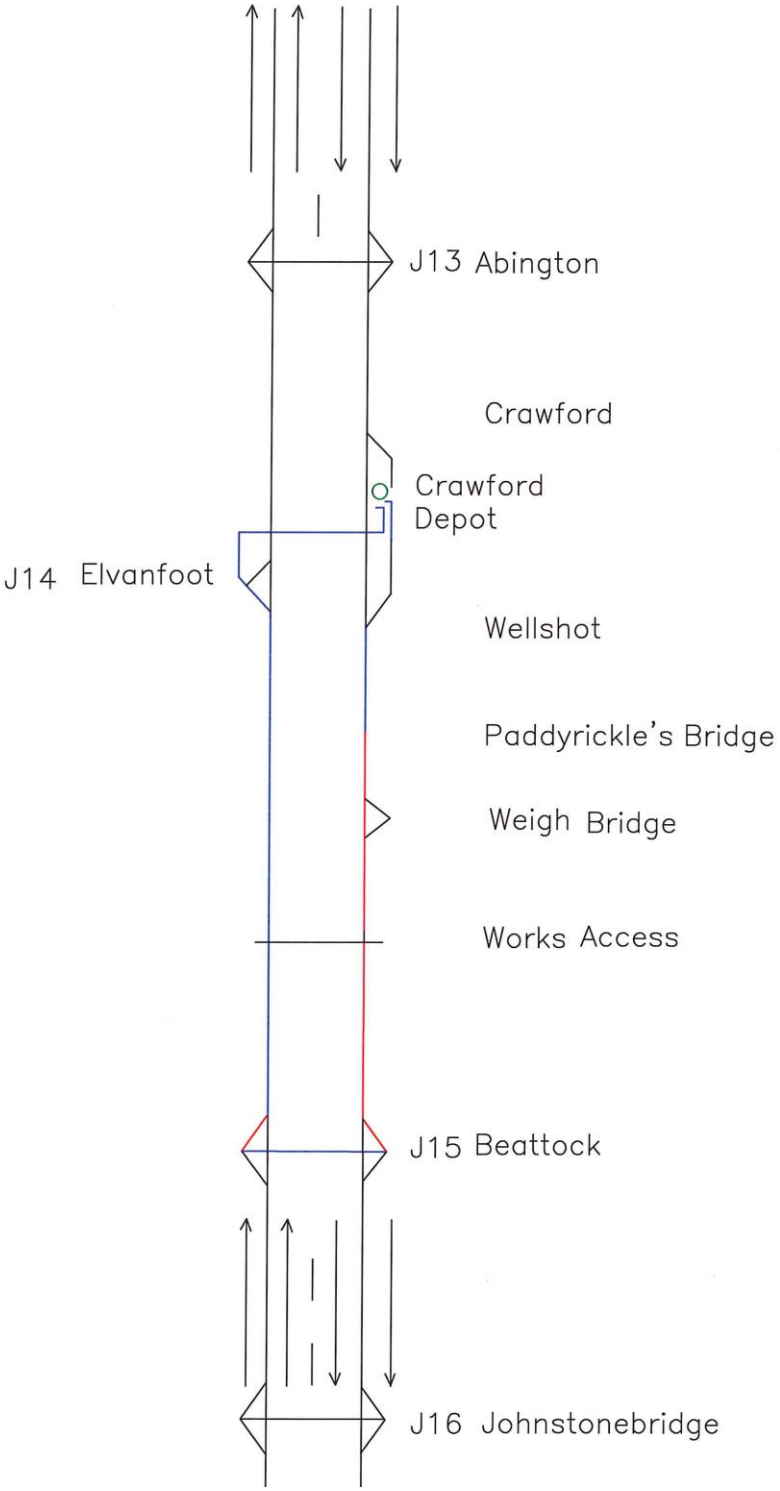
ROUTE 2
FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound & M74 Junction 14 northbound on slip to end, JOIN CARRIAGEWAY
SALT	M74 northbound to M74 Junction 12 off slip, BEAR LEFT
TRAVEL	Off slip & A70 to M74 southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 13 off slip, BEAR LEFT
SALT	Off slip & M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to Crawford Interchange off slip, BEAR LEFT
SALT	Off slip to A702 Crawford r/b
	Return to depot

ALTERNATIVE ROUTE 2 FROM EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722 TO A74/M Junction 20 northbound on slip, JOIN CARRIAGEWAY
TRAVEL	A74/M northbound, to the M74 J14 on slip,
SALT	M74 northbound to M74 Junction 12 off slip, BEAR LEFT
TRAVEL	Off slip & A70 to M74 southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 13 off slip, BEAR LEFT
SALT	Off slip & M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to Crawford Interchange off slip, BEAR LEFT
SALT	Off slip to A702 Crawford r/b
	Return to Crawford Depot, Route Completed

M6 ROM Version 2 August 2013 Pre-Salt Routes		
Route: 3	Domain: North	Spread: 40gm
Depot (Vehicles): Crawford		
Salt (m): 11.8	Dead (m) 15.9	Total (m): 27.7
Efficiency: 42%	Time (h:m): 00:55	Thermal: Cold

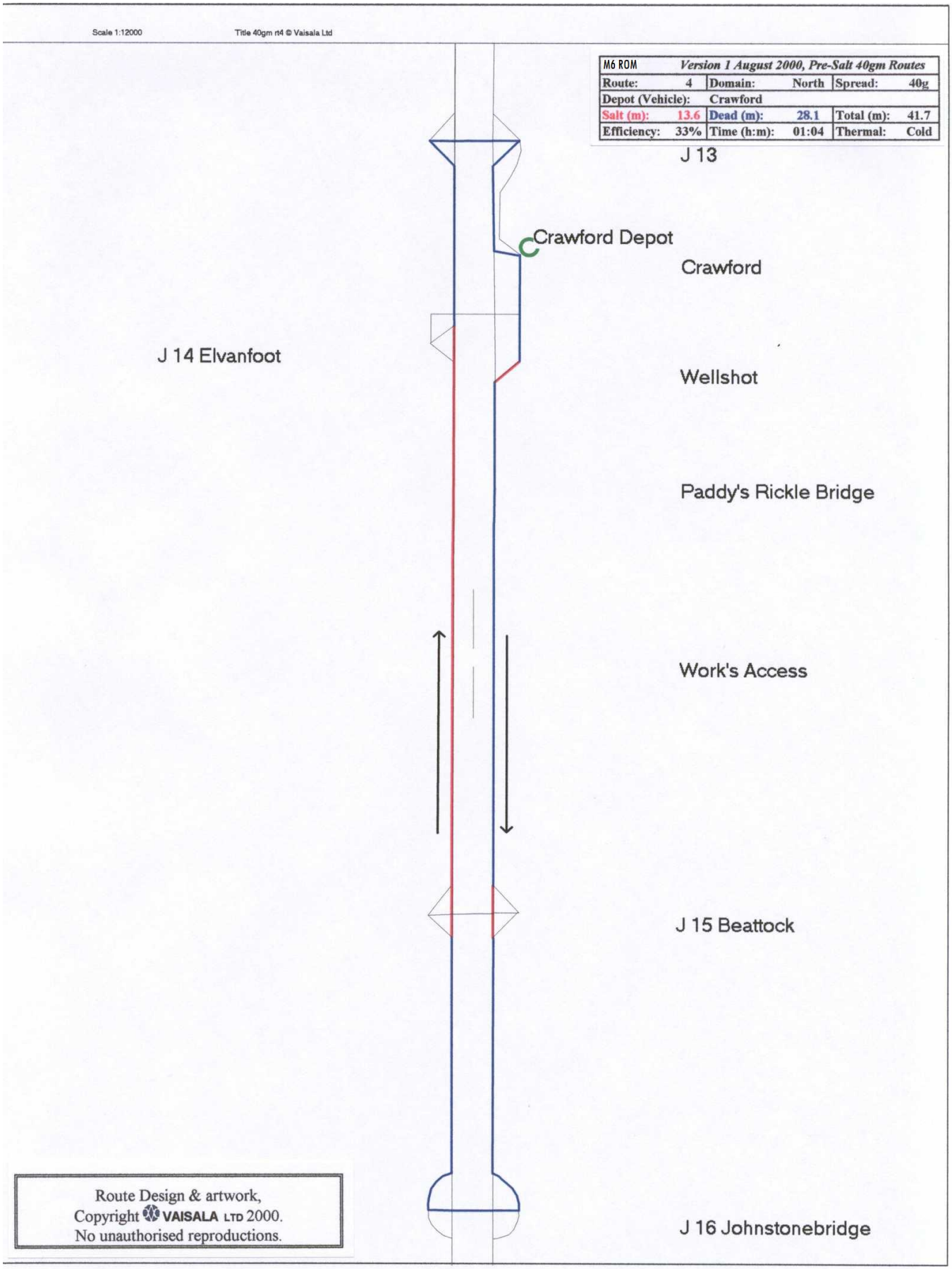


M6 ROM

PRE-SALT 40GM² ROUTES

ROUTE 3
FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound, B7078, A74/M southbound on slip at Wellshot interchange and A74/M southbound to Paddys Rickle Bridge, STRAIGHT
SALT	A74/M Paddys Rickle Bridge southbound and A74/M Junction 15 off slip to A701, TURN RIGHT
TRAVEL	A701 under A74/M main carriageway to A74/M northbound on slip TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY


Scale 1:12000
Title 40gm rt4 © Vaisala Ltd
M6 ROM
Version 1 August 2000, Pre-Salt 40gm Routes
Route: 4
Domain: North
Spread: 40g
Depot (Vehicle): Crawford
Salt (m): 13.6
Dead (m): 28.1
Total (m): 41.7
Efficiency: 33%
Time (h:m): 01:04
Thermal: Cold
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
Work's Access
J 15 Beattock
J 16 Johnstonebridge
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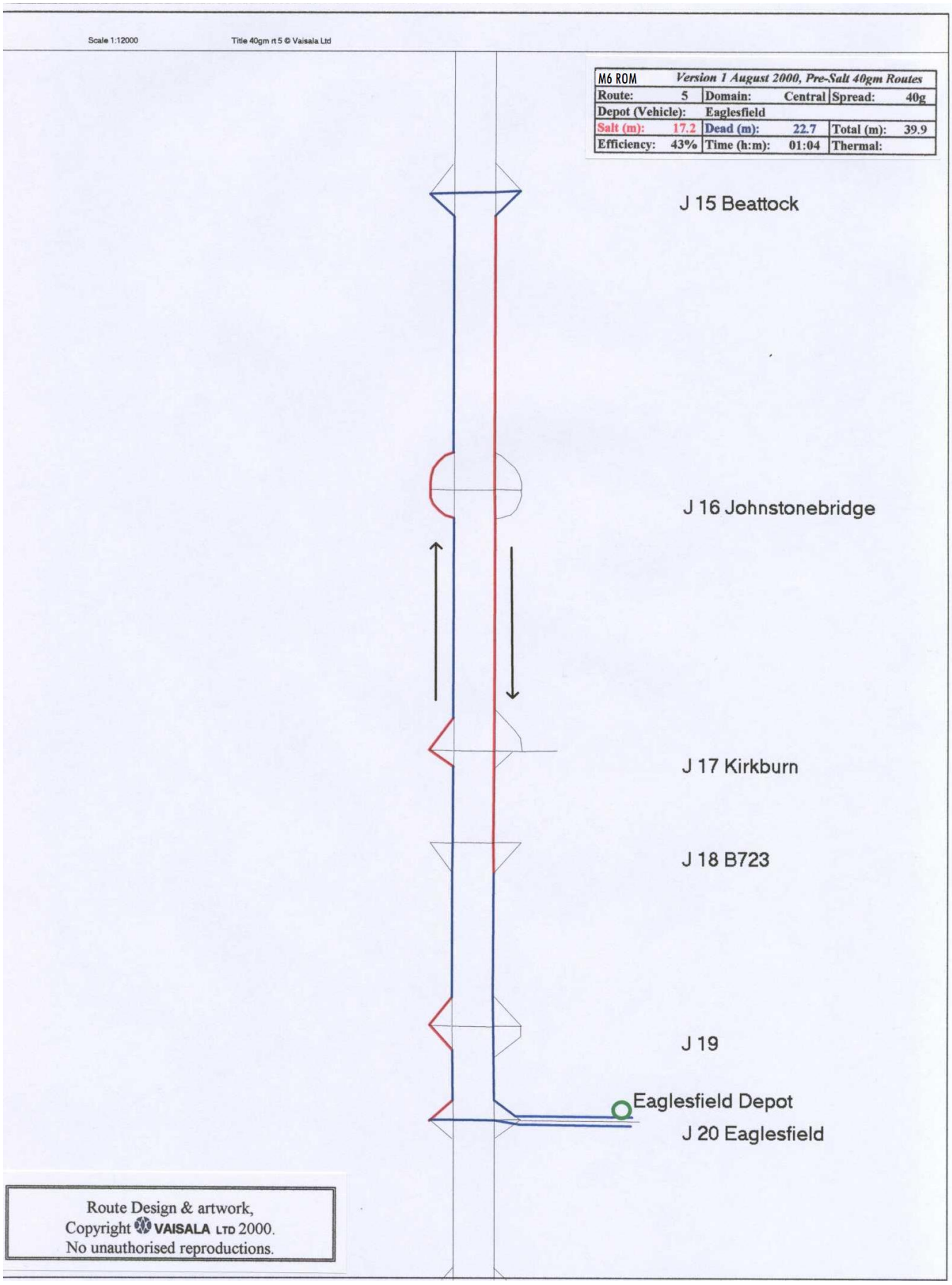
M6 ROM
PRE-SALT 40gm^{-2} ROUTES

VAISALA

ROUTE 4
FROM CRAWFORD DEPOT

	Out of depot, TURN RIGHT
TRAVEL	A702 southbound and B7076 to Wellshot r/b, TURN RIGHT
SALT	M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 15 off slip, STRAIGHT
SALT	M74 southbound to end of M74 Junction 15 on slip, STRAIGHT
TRAVEL	M74 southbound, M74 Junction 16 off slip, road under M74, M74 northbound on slip and M74 northbound to M74 Junction 15 off slip, STRAIGHT
SALT	M74 northbound to end of M74 Junction 14 on slip, STRAIGHT
	Return to depot via M74 northbound, M74 Junction 13 off slip, B7078, M74 southbound and A702.


Scale 1:12000
Title 40gm rt 5 © Vaisala Ltd
M6 ROM Version 1 August 2000, Pre-Salt 40gm Routes
Route: 5 Domain: Central Spread: 40g
Depot (Vehicle): Eaglesfield
Salt (m): 17.2 Dead (m): 22.7 Total (m): 39.9
Efficiency: 43% Time (h:m): 01:04 Thermal:
J 15 Beattock
J 16 Johnstonebridge
J 17 Kirkburn
J 18 B723
J 19
Eaglesfield Depot
J 20 Eaglesfield
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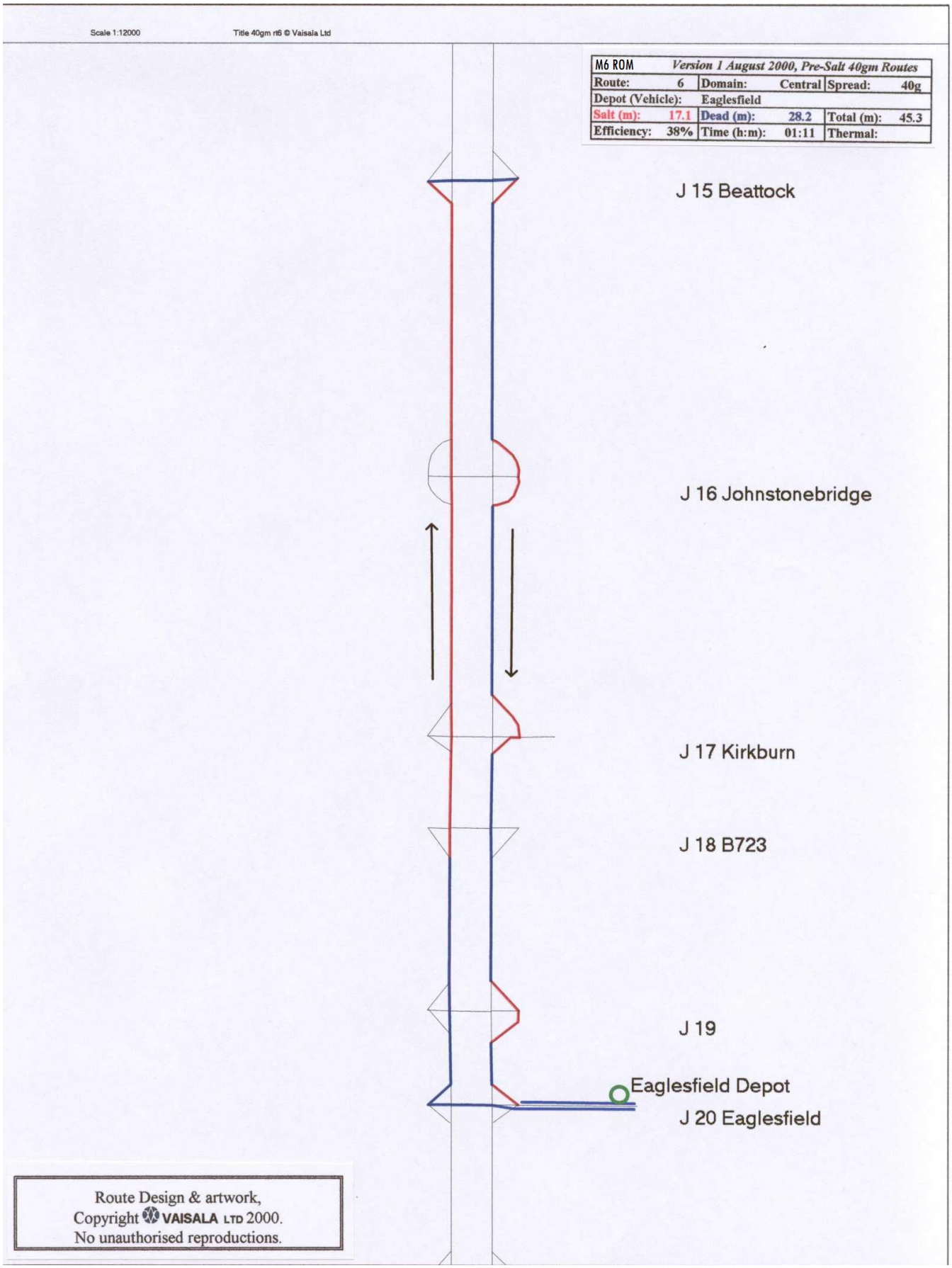
M6 ROM
PRE-SALT 40gm^{-2} ROUTES

VAISALA

ROUTE 5
FROM EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722 to M74 Junction 20 northbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 19 off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 17 off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 16 Johnstonebridge Services off slip, BEAR LEFT
SALT	Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 northbound to M74 Junction 15 off slip, BEAR LEFT
SALT	Off slip to A701, TURN RIGHT
TRAVEL	A701 under M74 and M74 southbound on slip to end, JOIN CARRIAGEWAY
SALT	M74 southbound to end of M74 Junction 18 on slip, STRAIGHT

Return to depot via M74 southbound, Junction 20 off slip and B722.


Scale 1:12000
Title 40gm rt6 © Vaisala Ltd
M6 ROM Version 1 August 2000, Pre-Salt 40gm Routes
Route: 6 Domain: Central Spread: 40g
Depot (Vehicle): Eaglesfield
Salt (m): 17.1 Dead (m): 28.2 Total (m): 45.3
Efficiency: 38% Time (h:m): 01:11 Thermal:
J 15 Beattock
J 16 Johnstonebridge
J 17 Kirkburn
J 18 B723
J 19
Eaglesfield Depot
J 20 Eaglesfield
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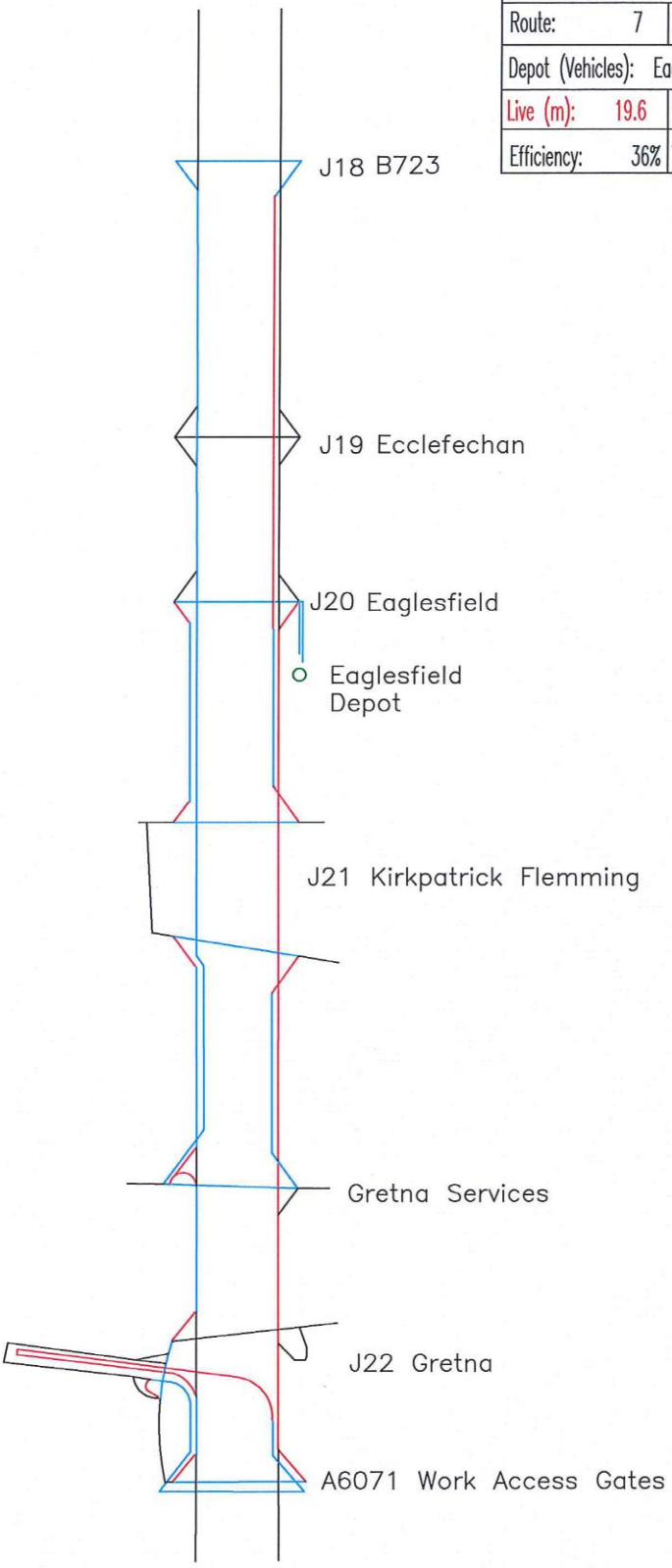
M6 ROM
PRE-SALT 40gm^{-2} ROUTES

VAISALA

ROUTE 6
FROM EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722, M74 Junction 20 northbound on slip and M74 northbound to M74 Junction 18 off slip, STRAIGHT
SALT	M74 northbound to M74 Junction 15 off slip, BEAR LEFT
TRAVEL	Off slip and A701 under M74 to M74 southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 16 Johnstonebridge Services off slip, BEAR LEFT
SALT	Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 17 off slip, BEAR LEFT
SALT	Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 19 off slip, BEAR LEFT
SALT	Off slip to B7076 r/b and M74 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	M74 southbound to M74 Junction 20 off slip, BEAR LEFT
SALT	Off slip to B722, TURN LEFT
	Return to depot via B722.

M6 (ROM) Version 4 May 2015 Pre-Salt Routes		
Route: 7	Domain: South	Spread: 40gm
Depot (Vehicles): Eaglesfield		
Live (m): 19.6	Dead (m) 35.6	Total (m): 55.2
Efficiency: 36%	Time (h:m): 01:26	Thermal: Cold



M6 ROM
POST-SALT 40gm² ROUTES

ROUTE 7
FROM EAGLESFIELD DEPOT

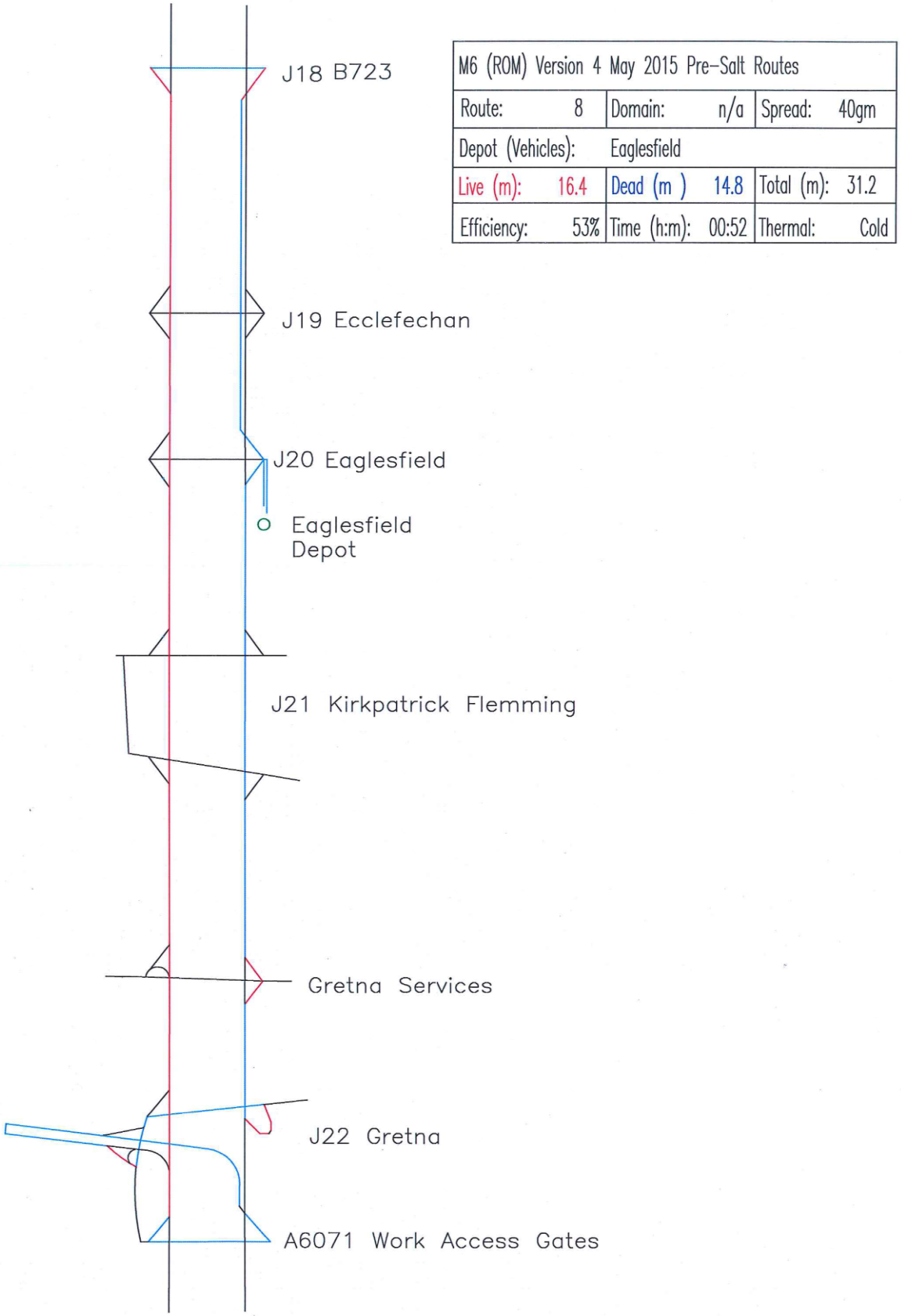
	Out of depot,
TRAVEL	B722 TO A74/M Junction 20 southbound on slip, TURN LEFT
SALT	On slip & A74/M southbound to A6071 Guards Mill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL	A74/M northbound to off slip A75(T)
SALT	A75(T) off slip towards Gretna & main carriageway to gap in carriageway, U-TURN
SALT	A75(T) eastbound & on slip to A74/M
TRAVEL	A74/M southbound to A6071 Guards Mill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL	A74/M northbound & A75(T) off slip towards Gretna to first spur off to B7076, TURN LEFT
SALT	A75(T) slip to B7076, TURN LEFT
TRAVEL	B7076 to A74/M northbound on slip, STRAIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M northbound to Gretna Green Services off slip, BEAR LEFT
SALT	Off slip, Service Access road & A74/M northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M northbound to B7076 Grahamshill off slip, BEAR LEFT
SALT	Off slip to B7076, TURN RIGHT
TRAVEL	B7076 over main carriageway to A74/M southbound on slip TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY

(continued…..)

M6 ROM
POST-SALT 40gm^2 ROUTES

ROUTE 7
FROM EAGLESFIELD DEPOT (Continued)

TRAVEL	A74/M southbound, Gretna Green Services off slip, Service Access road over carriageway, A74/M northbound on slip & A74/M northbound to A74/M Junction 18 off slip, BEAR LEFT
TRAVEL	Off slip, B723 & A74/M southbound on slip to end, JOIN CARRIAGEWAY
SALT	A74/M southbound to end of A74/M Junction 20 on slip, STRAIGHT
TRAVEL	A74/M southbound to A74/M Junction 21 off slip at Kirkpatrick Fleming, BEAR LEFT
SALT	Off slip to B6357, TURN RIGHT
TRAVEL	B6357 over main carriageway to A74/M northbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M northbound to A74/M Junction 20 off slip, BEAR LEFT
SALT	Off slip to B722, TURN RIGHT
	Return to depot via B722



M6 (ROM) Version 4 May 2015 Pre-Salt Routes					
Route:	8	Domain:	n/a	Spread:	40gm
Depot (Vehicles):		Eaglesfield			
Live (m):	16.4	Dead (m)	14.8	Total (m):	31.2
Efficiency:	53%	Time (h:m):	00:52	Thermal:	Cold

M6 ROM
POST-SALT 40gm² ROUTES

ROUTE 8
FROM EAGLESFIELD DEPOT

	Out of depot,
TRAVEL	B722, A74/M Junction 20 southbound on slip & A74/M southbound to Gretna Green Services off slip, BEAR LEFT
SALT	Off slip & A74/M southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL	A74/M southbound to Springfield off slip, BEAR LEFT
SALT	Off slip to Springfield r/b, TURN LEFT
TRAVEL	Class III road, B7076 to Gretna A75(T) westbound on slip
SALT	On slip to A75(T) westbound to end, JOIN CARRIAGEWAY
TRAVEL	A75(T) westbound to break in carriageway, U-TURN
TRAVEL	A75(T) eastbound, A74/M southbound to A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
SALT	A74/M northbound & A74/M Junction 18 off slip to B723, TURN RIGHT
TRAVEL	B723 to A74/M southbound on slip, TURN RIGHT
SALT	On slip to end, JOIN CARRIAGEWAY
	Return to depot via A74/M southbound, A74/M Junction 20 off slip & B722

ROUTE OPTIMISATION

M6 ROM

Ploughing Routes

Certificate No.
FS 34153

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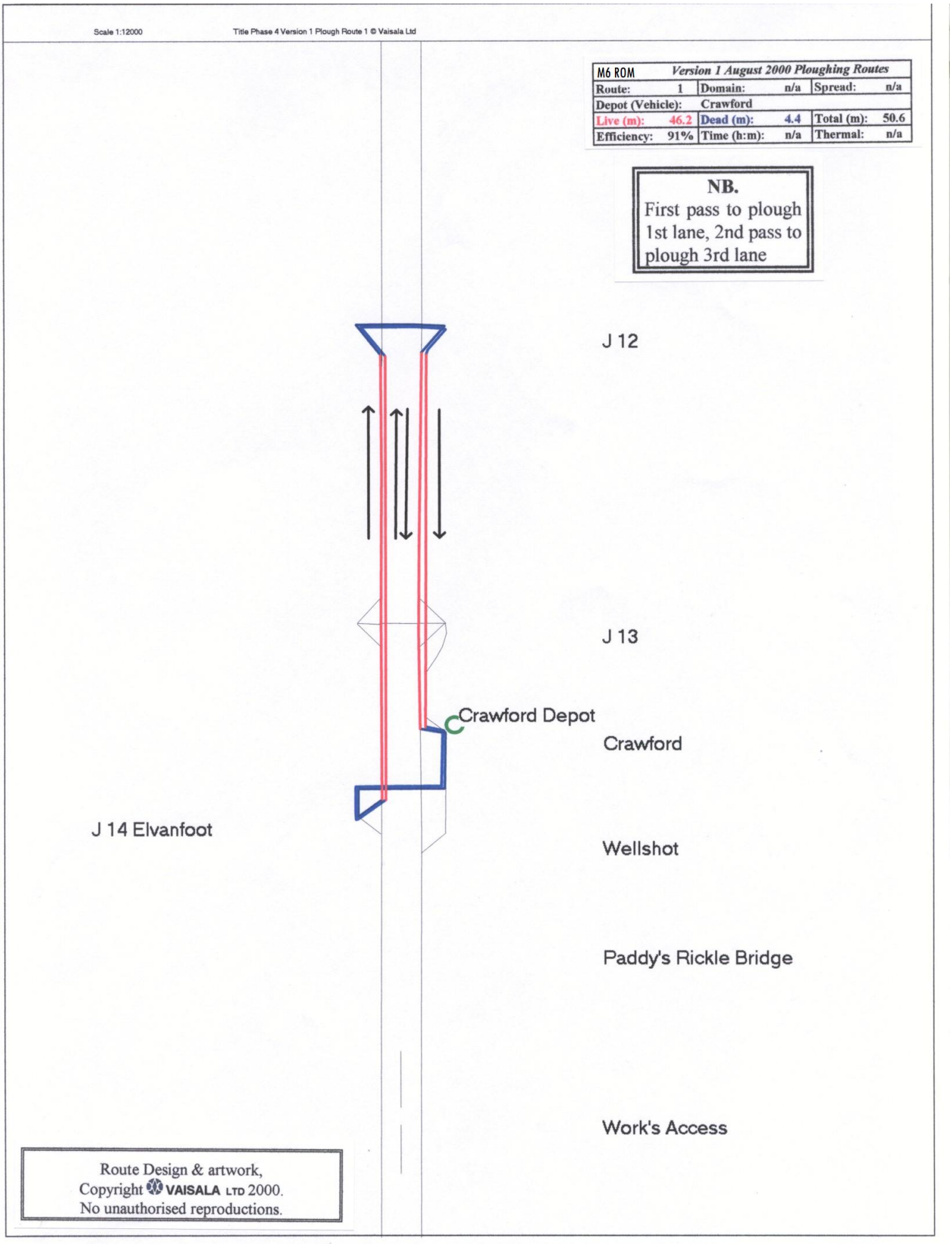
Scale 1:12000
Title Phase 4 Version 1 Plough Route 1 © Vaisala Ltd
M6 ROM
Version 1 August 2000 Ploughing Routes
Route: 1
Domain: n/a
Spread: n/a
Depot (Vehicle): Crawford
Live (m): 46.2
Dead (m): 4.4
Total (m): 50.6
Efficiency: 91%
Time (h:m): n/a
Thermal: n/a
NB.
First pass to plough 1st lane, 2nd pass to plough 3rd lane
J 12
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
Work's Access
Route Design & artwork,
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M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 1
FROM CRAWFORD DEPOT

Out of depot, TURN RIGHT

TRAVEL A702 southbound and M74 Junction 14 northbound on slip to end, JOIN CARRIAGEWAY

N.B. On first pass plough in first lane

PLOUGH First lane of M74 northbound to M74 Junction 12 off slip, BEAR LEFT

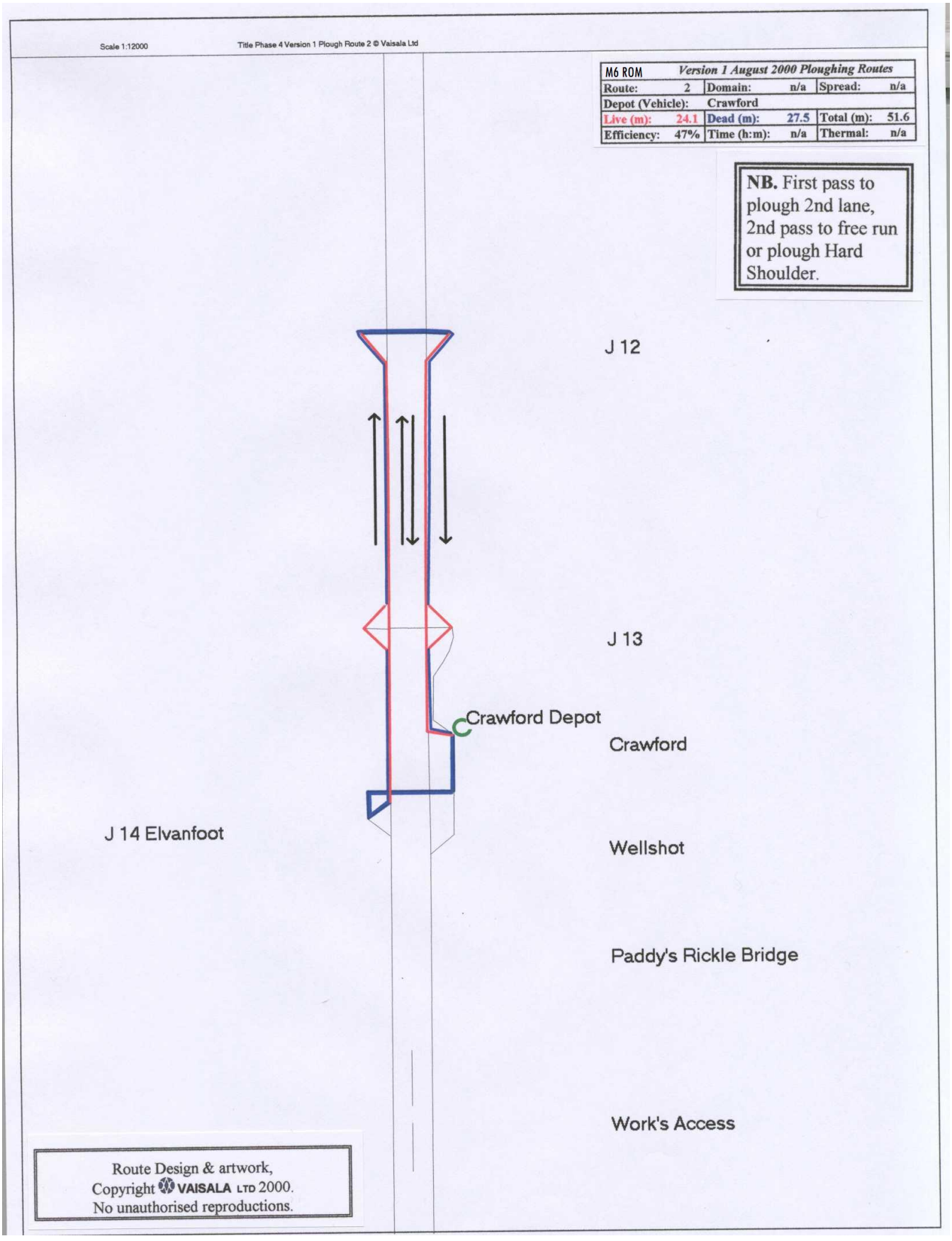
TRAVEL Off slip, A70 and M74 southbound on slip to end, JOIN CARRIAGEWAY

PLOUGH First lane of M74 southbound to Crawford Interchange off slip, BEAR LEFT

TRAVEL Off slip to A702 r/b, BEAR RIGHT

N.B. Repeat route ploughing in third lane

Return to depot via A702.


Scale 1:12000
Title Phase 4 Version 1 Plough Route 2 © Vaisala Ltd
M6 ROM Version 1 August 2000 Ploughing Routes
Route: 2 Domain: n/a Spread: n/a
Depot (Vehicle): Crawford
Live (m): 24.1 Dead (m): 27.5 Total (m): 51.6
Efficiency: 47% Time (h:m): n/a Thermal: n/a
NB. First pass to plough 2nd lane, 2nd pass to free run or plough Hard Shoulder.
J 12
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
Work's Access
Route Design & artwork, Copyright VAISALA LTD 2000. No unauthorised reproductions.

M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 2
FROM CRAWFORD DEPOT

Out of depot, TURN RIGHT

TRAVEL A702 southbound and M74 Junction 14 northbound on slip to end, JOIN CARRIAGEWAY

PLOUGH Second lane of M74 northbound and M74 Junction 12 off slip to A70, TURN RIGHT

TRAVEL A70 to M74 southbound on slip, TURN RIGHT

PLOUGH On slip, second lane of M74 southbound and Crawford Interchange off slip to A702 r/b, BEAR RIGHT

TRAVEL A702 southbound and M74 Junction 14 northbound on slip to end, JOIN CARRIAGEWAY

N.B. On second pass either travel main carriageway, or plough hard shoulder

TRAVEL/PLOUGH M74 northbound to M74 Junction 13 off slip, BEAR LEFT

PLOUGH Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 northbound to M74 Junction 12 off slip, BEAR LEFT

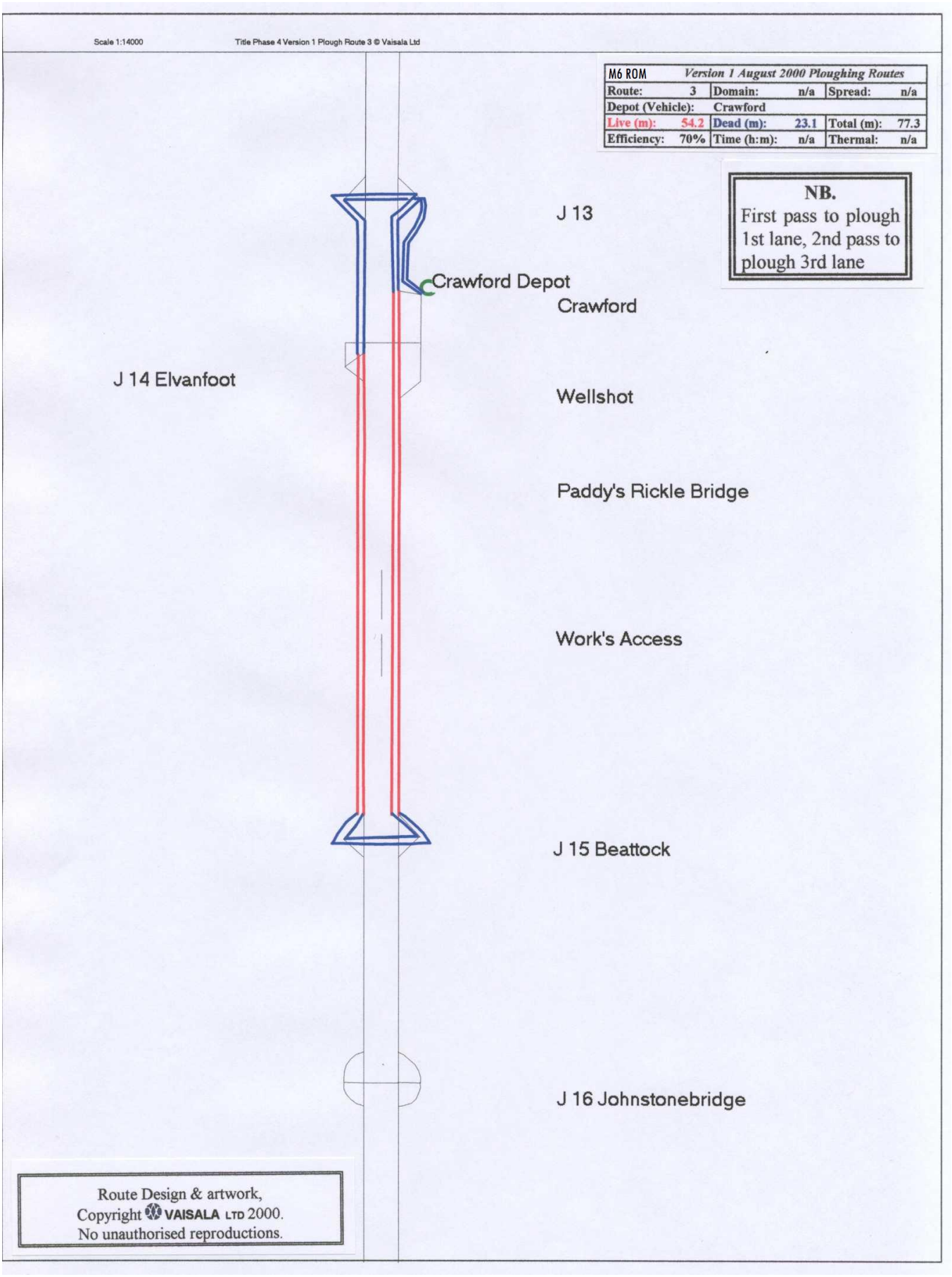
TRAVEL Off slip, A70 and M74 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 southbound to M74 Junction 13 off slip, BEAR LEFT

PLOUGH Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 southbound to Crawford Interchange off slip, BEAR LEFT

Return to depot via off slip and A702.


Scale 1:14000
Title Phase 4 Version 1 Plough Route 3 © Vaisala Ltd
M6 ROM Version 1 August 2000 Ploughing Routes
Route: 3 Domain: n/a Spread: n/a
Depot (Vehicle): Crawford
Live (m): 54.2 Dead (m): 23.1 Total (m): 77.3
Efficiency: 70% Time (h:m): n/a Thermal: n/a
NB.
First pass to plough 1st lane, 2nd pass to plough 3rd lane
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
Work's Access
J 15 Beattock
J 16 Johnstonebridge
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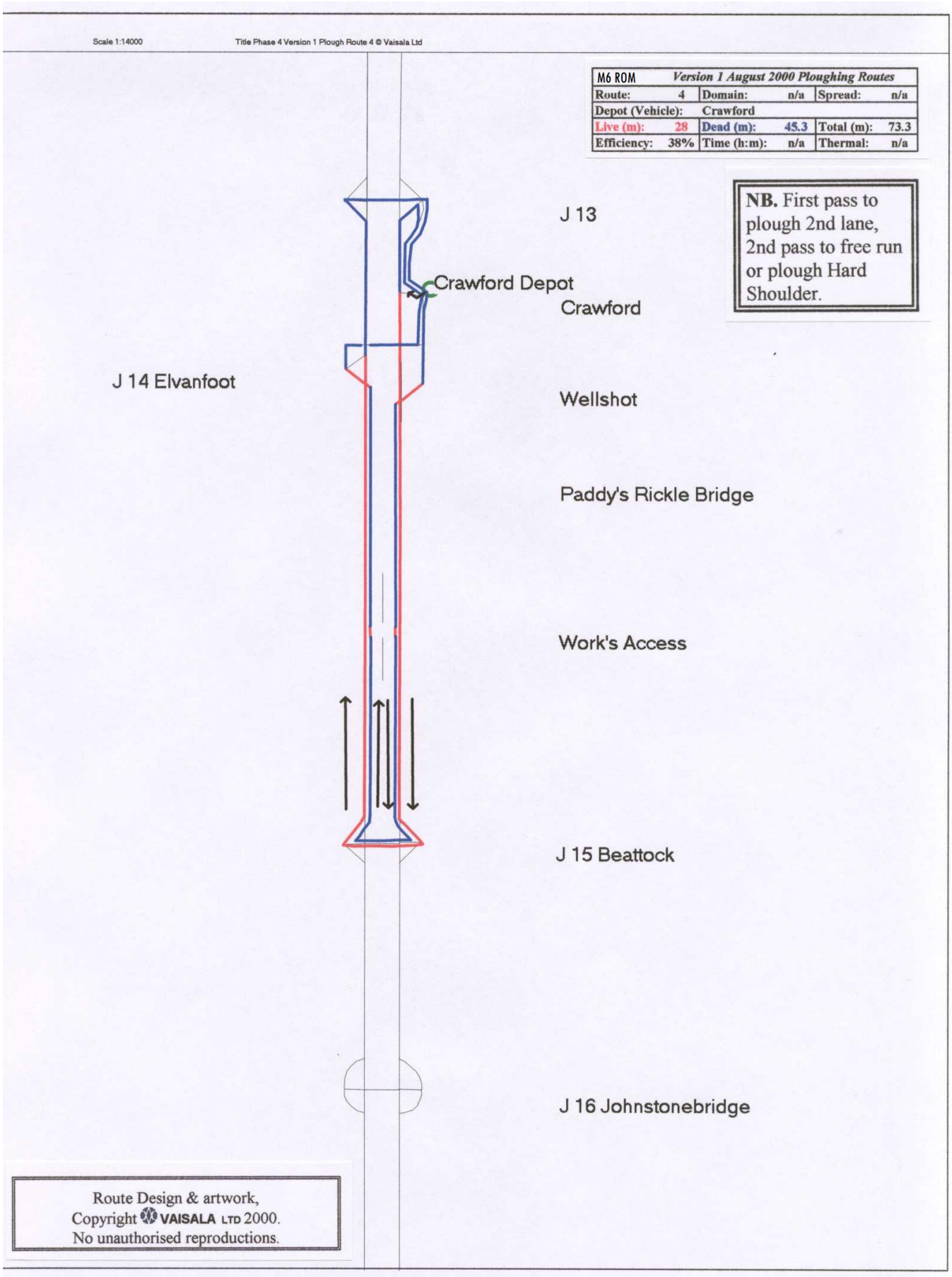
M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 3
FROM CRAWFORD DEPOT

	Out of depot, TURN LEFT
TRAVEL	A702 northbound to M74 Junction 13 southbound on slip, BEAR LEFT
TRAVEL	On slip and M74 southbound to Crawford Interchange off slip, STRAIGHT
PLOUGH	First lane of M74 southbound to M74 Junction 15 off slip, BEAR LEFT
TRAVEL	Off slip, road under M74 and M74 northbound on slip to end, JOIN CARRIAGEWAY
PLOUGH	First lane of M74 northbound to end of M74 Junction 14 on slip, STRAIGHT
TRAVEL	M74 northbound, M74 Junction 13 off slip, B7078, M74 southbound on slip and M74 southbound to off slip at Crawford Interchange, STRAIGHT
PLOUGH	Third lane of M74 southbound to M74 Junction 15 off slip, BEAR LEFT
TRAVEL	Off slip, road under M74 and M74 northbound on slip to end, JOIN CARRIAGEWAY
PLOUGH	Third lane of M74 northbound to end of M74 Junction 14 on slip, STRAIGHT

Return to depot via M74 northbound, M74 Junction 13 off slip, B7078 and A702.


Scale 1:14000
Title Phase 4 Version 1 Plough Route 4 © Vaisala Ltd
M6 ROM Version 1 August 2000 Ploughing Routes
Route: 4 Domain: n/a Spread: n/a
Depot (Vehicle): Crawford
Live (m): 28 Dead (m): 45.3 Total (m): 73.3
Efficiency: 38% Time (h:m): n/a Thermal: n/a
NB. First pass to plough 2nd lane, 2nd pass to free run or plough Hard Shoulder.
J 13
Crawford Depot
Crawford
J 14 Elvanfoot
Wellshot
Paddy's Rickle Bridge
Work's Access
J 15 Beattock
J 16 Johnstonebridge
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M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 4
FROM CRAWFORD DEPOT

Out of depot, TURN LEFT

TRAVEL A702 northbound, M74 Junction 13 southbound on slip and M74 southbound to end of Crawford Interchange off slip, STRAIGHT

PLOUGH Second lane of M74 southbound, M74 Junction 15 off slip, road under M74, M74 northbound on slip and second lane of M74 northbound to end of M74 Junction 14 on slip, STRAIGHT

TRAVEL M74 northbound, M74 Junction 13 off slip, B7078, A702 southbound and B7076 southbound to Wellshot Hill r/b, TURN RIGHT (2nd exit)

PLOUGH M74 southbound on slip to end, JOIN CARRIAGEWAY

N.B. On second pass either travel main carriageway, or plough hard shoulder

TRAVEL/PLOUGH M74 southbound to Works Access

PLOUGH Works Access

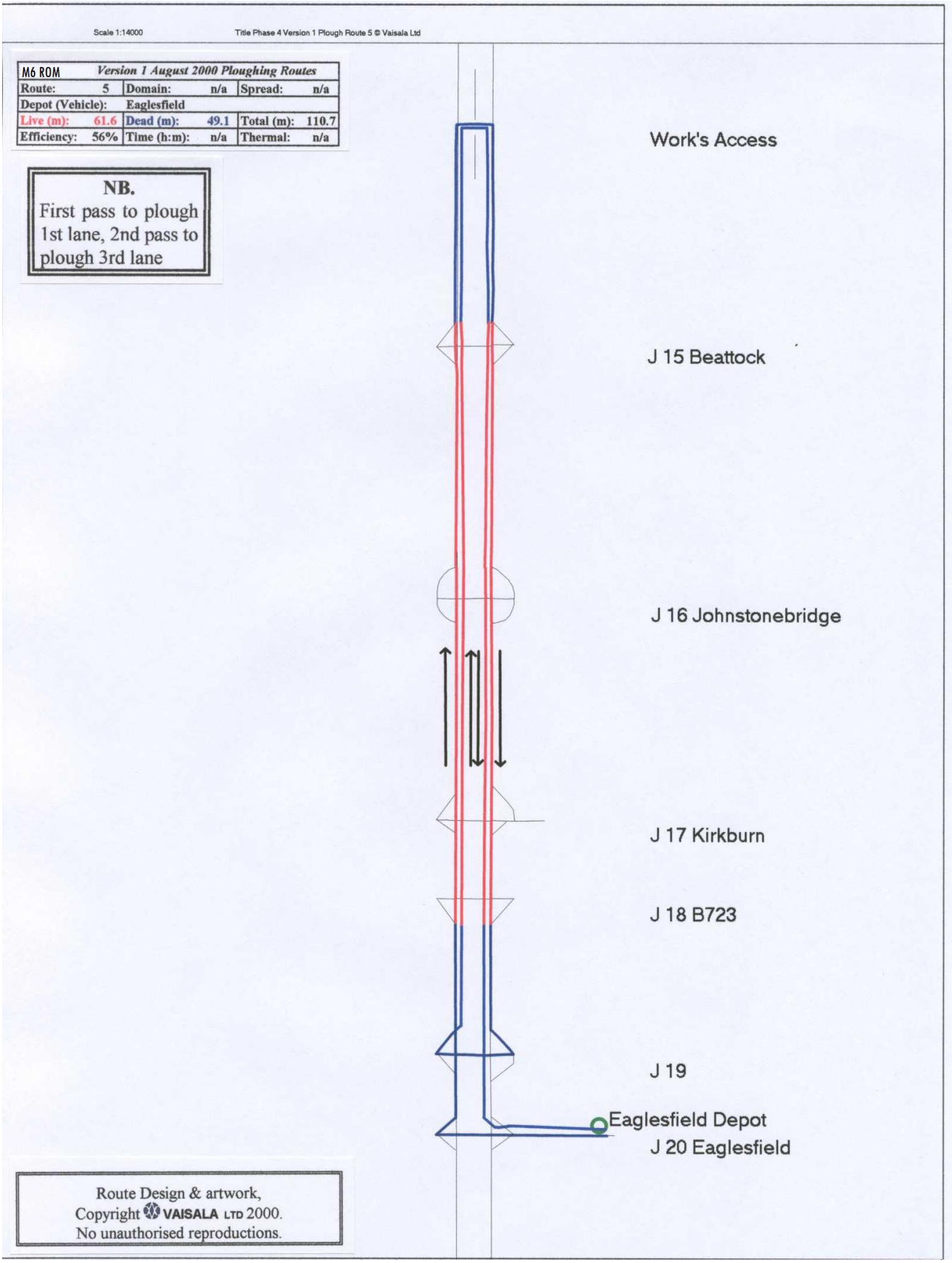
TRAVEL/PLOUGH M74 southbound, M74 Junction 15 off slip, road under M74, M74 northbound on slip and M74 northbound to Works Access

PLOUGH Works Access

TRAVEL/PLOUGH M74 northbound to M74 Junction 14 off slip, BEAR LEFT

PLOUGH Off slip to A702 r/b, TURN RIGHT

Return to depot via A702.


Scale 1:14000
Title Phase 4 Version 1 Plough Route 5 © Vaisala Ltd
M6 ROM
Version 1 August 2000 Ploughing Routes
Route: 5
Domain: n/a
Spread: n/a
Depot (Vehicle): Eaglesfield
Live (m): 61.6
Dead (m): 49.1
Total (m): 110.7
Efficiency: 56%
Time (h:m): n/a
Thermal: n/a
NB.
First pass to plough 1st lane, 2nd pass to plough 3rd lane
Work's Access
J 15 Beattock
J 16 Johnstonebridge
J 17 Kirkburn
J 18 B723
J 19
Eaglesfield Depot
J 20 Eaglesfield
Route Design & artwork,
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M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 5
FROM EAGLESFIELD DEPOT

Out of depot,

TRAVEL B722, M74 Junction 20 northbound on slip and M74 northbound to M74 Junction 18 off slip, STRAIGHT

PLOUGH First lane of M74 northbound to end of M74 Junction 15 on slip, STRAIGHT

TRAVEL M74 nouthbound, works access roads under M74 and M74 southbound to M74 Junction 15 off slip, STRAIGHT

PLOUGH First lane of M74 southbound to M74 Junction 18 on slip, STRAIGHT

TRAVEL M74 southbound, M74 Junction 19 off slip, road over M74, M74 Junction 19 on slip and M74 northbound to M74 Junction 18 off slip, STRAIGHT

PLOUGH Third lane of M74 northbound to end of M74 Junction 15 on slip, STRAIGHT

TRAVEL M74 northbound, works access roads under M74 and M74 southbound to M74 Junction 15 off slip, STRAIGHT

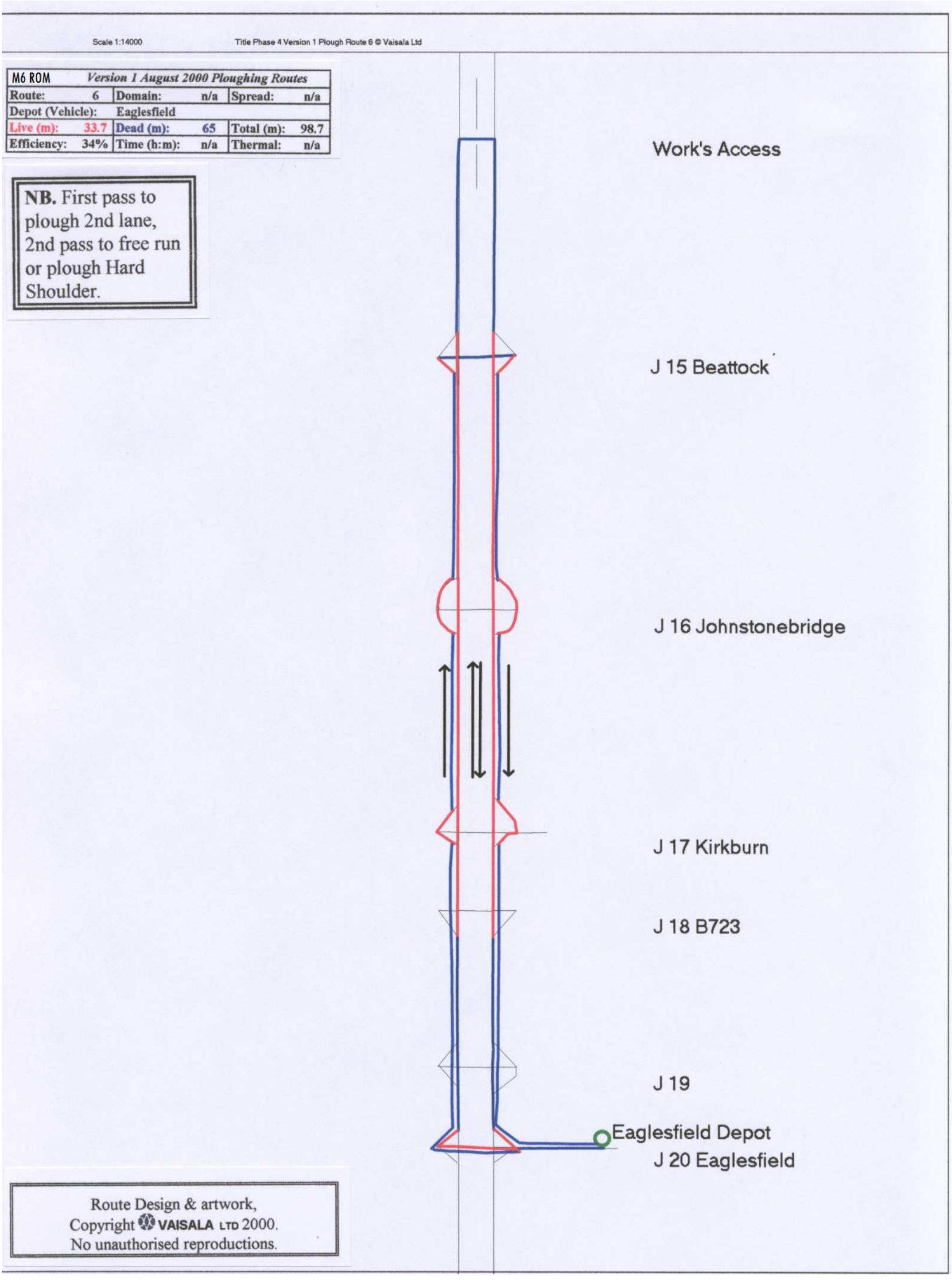
PLOUGH Third lane of M74 southbound to M74 Junction 18 on slip, STRAIGHT

Return to depot via M74 southbound and Junction 20 off slip.

Scale 1:14000 Title Phase 4 Version 1 Plough Route 6 © Vaisala Ltd

M6 ROM	*Version 1 August 2000 Ploughing Routes*				
Route:	6	Domain:	n/a	Spread:	n/a
Depot (Vehicle):		Eaglesfield			
Live (m):	33.7	Dead (m):	65	Total (m):	98.7
Efficiency:	34%	Time (h:m):	n/a	Thermal:	n/a

NB. First pass to plough 2nd lane, 2nd pass to free run or plough Hard Shoulder.



M6 ROM
PLOUGHING ROUTES

VAISALA

ROUTE 6
FROM EAGLESFIELD DEPOT

Out of depot,

TRAVEL B722 to end of M74 Junction 20 southbound off slip, STRAIGHT

PLOUGH B722 over main carriageway and M74 Junction 20 northbound on slip, JOIN CARRIAGEWAY

TRAVEL M74 northbound to M74 Junction 18 off slip, STRAIGHT

PLOUGH Second lane of M74 northbound to end of M74 Junction 15 on slip, STRAIGHT

TRAVEL M74 northbound, works access roads under M74 and M74 southbound to M74 Junction 15 off slip, STRAIGHT

PLOUGH Second lane of M74 southbound to end of M74 Junction 18 on slip, STRAIGHT

TRAVEL M74 southbound to M74 Junction 20 off slip, BEAR LEFT

PLOUGH Off slip to B722, TURN RIGHT

TRAVEL B722 under M74 and M74 northbound on slip to M74, JOIN CARRIAGEWAY

N.B. On second pass either travel main carriageway, or plough hard shoulder

TRAVEL/PLOUGH M74 northbound to M74 Junction 17 off slip, BEAR LEFT

PLOUGH Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 northbound to Junction 16 Johnstonebridge Services off slip, BEAR LEFT

PLOUGH Off slip and M74 northbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 northbound to M74 Junction 15 off slip, BEAR LEFT

PLOUGH Off slip to A701, TURN RIGHT

TRAVEL A701 to M74 Junction 15 on slip, TURN RIGHT

PLOUGH On slip to end, JOIN CARRIAGEWAY

(continued...)

ROUTE 6
FROM EAGLESFIELD DEPOT (Continued)

TRAVEL/PLOUGH M74 southbound to M74 Junction 16 Johnstonebridge services off slip, BEAR LEFT

PLOUGH Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 southbound to M74 Junction 17 off slip, BEAR LEFT

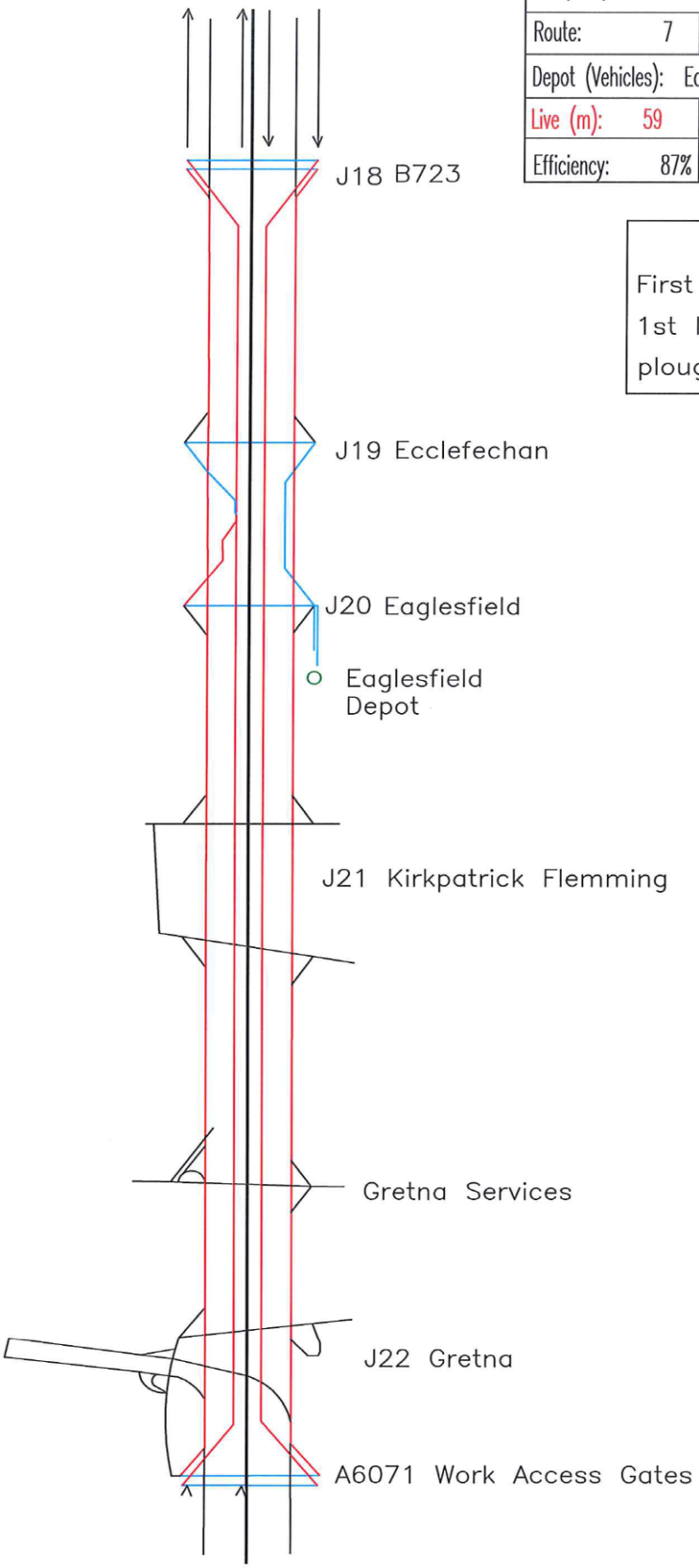
PLOUGH Off slip and M74 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH M74 southbound to M74 Junction 20 off slip, BEAR LEFT

Return to depot via slip road and B722.

M6 (ROM) Version 2 October 2015 Ploughing Routes		
Route: 7	Domain: N/A	Spread: N/A
Depot (Vehicles): Eaglesfield		
Live (m): 59	Dead (m) 9.2	Total (m): 68.2
Efficiency: 87%	Time (h:m): N/A	Thermal: N/A

NB.
First pass to plough 1st lane, 2nd pass to plough 3rd lane



M6 ROM PLOUGHING ROUTES

ROUTE 7
FROM EAGLESFIELD DEPOT

Out of depot,

TRAVEL B722 & A74/M Junction 20 northbound on slip to end, JOIN CARRIAGEWAY

PLOUGH First lane of A74/M northbound to A74/M Junction 18 off slip, BEAR LEFT

PLOUGH Off slip, B723 under A74/M & A74/M Junction 18 southbound on slip to end, JOIN CARRIAGEWAY

PLOUGH First lane of A74/M southbound to A6071 Guardsmill over bridge, STRAIGHT

TRAVEL A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound

PLOUGH First lane of A74/M northbound to A74/M Junction 20 on slip, STRIAGHT

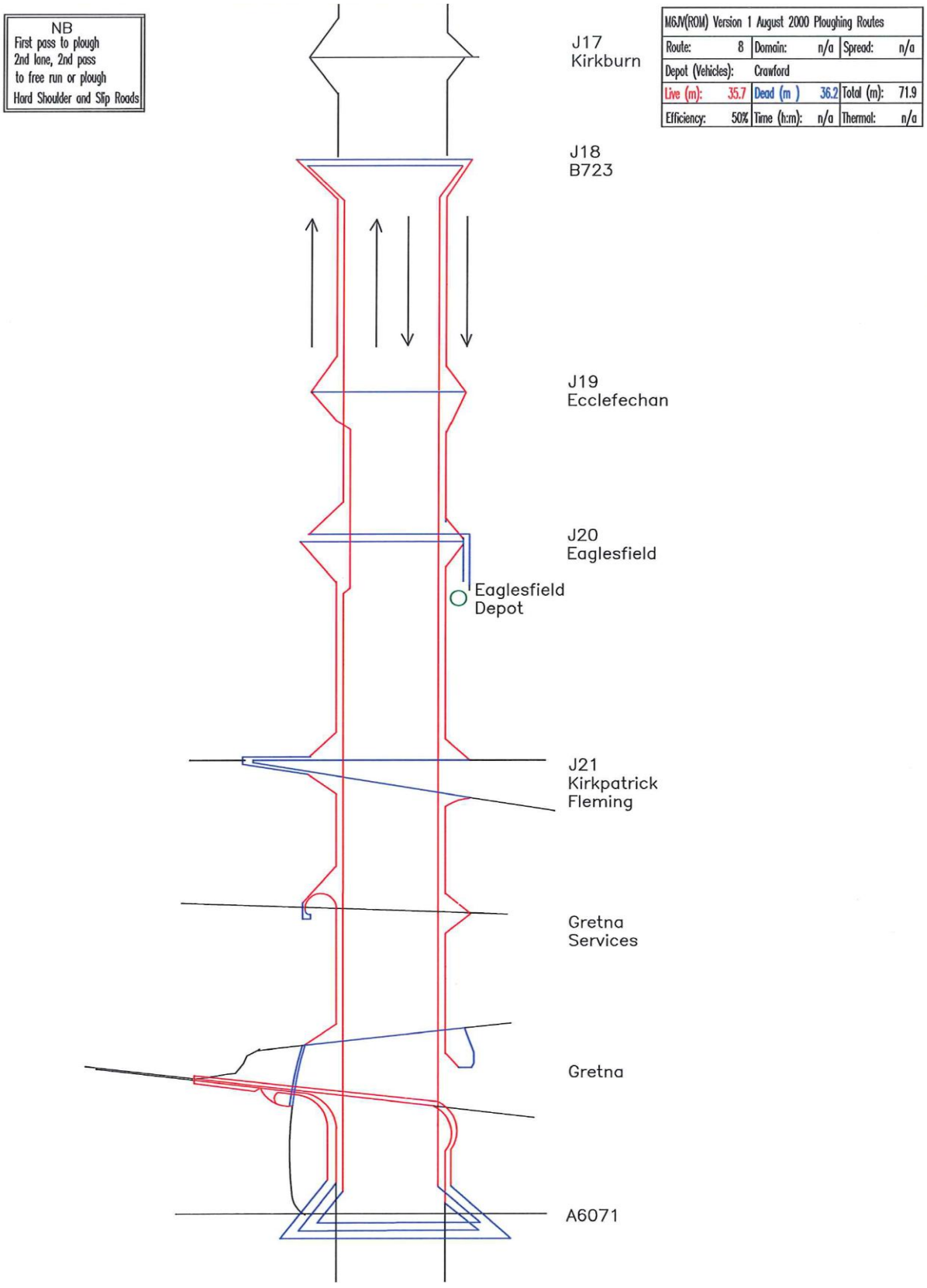
PLOUGH Third lane of A74/M northbound Junction 20 on slip to A74/M Junction 18 off slip, BEAR LEFT

PLOUGH Off slip, B723 under A74/M & A74/M Junction 18 southbound on slip to end, JOIN CARRIAGEWAY

PLOUGH Third lane of A74/M southbound to A6071 Guardsmill over bridge, STRAIGHT

TRAVEL A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound

PLOUGH Third lane of A74/M northbound to A74/M Junction 20 on slip, STRIAGHT Return to depot or Repeat ploughing routes if required


NB
First pass to plough
2nd lane, 2nd pass
to free run or plough
Hard Shoulder and Slip Roads
M6JV(ROM) Version 1 August 2000 Ploughing Routes
Route: 8
Domain: n/a
Spread: n/a
Depot (Vehicles): Crawford
Live (m): 35.7
Dead (m) 36.2
Total (m): 71.9
Efficiency: 50%
Time (h:m): n/a
Thermal: n/a
J17
Kirkburn
J18
B723
J19
Ecclefechan
J20
Eaglesfield
Eaglesfield
Depot
J21
Kirkpatrick
Fleming
Gretna
Services
Gretna
A6071

M6 ROM PLOUGHING ROUTES

ROUTE 8
FROM EAGLESFIELD DEPOT

Out of depot,

TRAVEL B722 to A74/M Junction 20 northbound on slip.

PLOUGH A74/M Junction 20 northbound on slip to end, JOIN CARRIAGEWAY

PLOUGH Second lane of A74/M northbound to A74/M Junction 18

PLOUGH A74/M Junction 18 northbound off slip to end TURN RIGHT B723

PLOUGH A74/M Junction 18 southbound on slip & second lane of A74/M southbound to A6071 Guardsmill over bridge, STRAIGHT

TRAVEL A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound

PLOUGH Second lane of A74/M northbound to A74/M Junction 20 northbound on slip, STRIAGHT

N.B On second pass either travel main carriageway or plough hard shoulder

TRAVEL/PLOUGH A74/M northbound to A74/M Junction 19 off slip, BEAR LEFT

TRAVEL/PLOUGH A74/M Junction 19 off slip & A74/M Junction 19 northbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH A74/M northbound, A74/M Junction 18 off slip, BEAR LEFT

TRAVEL/PLOUGH A74/M Junction 18 northbound off slip to end, BEAR RIGHT B723, A74/M Junction 18 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH A74/M southbound, A74/M Junction 19 off slip, BEAR LEFT

TRAVEL/PLOUGH A74/M Junction 19 southbound off slip to end, A74/M Junction 19 southbound on slip to end, JOIN CARRIAGEWAY

TRAVEL/PLOUGH A74/M southbound & A74/M Junction 20 off slip to B722, STRIAGHT

(continued…..)

M6 ROM PLOUGHING ROUTES

ROUTE 8
FROM EAGLESFIELD DEPOT (Continued)

TRAVEL/PLOUGH	A74/M Junction 20 southbound off slip to end, A74/M Junction 20 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M Junction 20 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M southbound to A74/M Junction 21 off slip at Kirkpatrick Fleming, BEAR LEFT
TRAVEL/PLOUGH	A74/M Junction 21 southbound off slip to end B6357, TURN RIGHT
TRAVEL	B6357 & B7076 to A74/M southbound Grahamshill on slip, TURN RIGHT
TRAVEL/PLOUGH	A74/M Junction 21 southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M southbound to Gretna Green Services off slip, BEAR LEFT
TRAVEL/PLOUGH	Gretna Green Services southbound off slip to end, A74/M Gretna Green Services southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M southbound to A74/M Junction 22 southbound off slip, BEAR LEFT
TRAVEL/PLOUGH	A74/M Junction 22 southbound off slip roundabout, (1st exit)
TRAVEL	Class III road & B7076 to A75(T) westbound on slip, BEAR RIGHT
TRAVEL/PLOUGH	A75(T) westbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A75(T) westbound to first gap in carriageway, U-TURN, then A75(T) eastbound to A74/M southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M southbound to A6071 Guardsmill over bridge, BEAR LEFT

(continued…..)

M6 ROM PLOUGHING ROUTES

ROUTE 8
FROM EAGLESFIELD DEPOT (Continued)

TRAVEL	A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL/PLOUGH	A74/M northbound to A75(T) off slip towards Gretna, BEAR LEFT
TRAVEL/PLOUGH	A75(T) westbound to first gap in carriageway, U-TURN, then A75(T) eastbound to A74/M southbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M southbound to A6071 Guardsmill over bridge, BEAR LEFT
TRAVEL	A74/M southbound at A6071 Guardsmill over bridge, BEAR LEFT using emergency gates at Guardsmill over bridge and JOIN CARRIAGEWAY A74/M northbound
TRAVEL/PLOUGH	A74/M northbound to A75(T) off slip towards Gretna, BEAR LEFT
TRAVEL/PLOUGH	A75(T) eastbound to off slip for first spur off to B7076, BEAR LEFT
	Gretna off slip to first spur off to B7076 to end, TURN LEFT B7076 &
TRAVEL	Class III road to A74/M northbound on slip, STRIAGHT
TRAVEL/PLOUGH	A74/M Junction 22 northbound on slip to end, REJOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M northbound to Gretna Green Services off slip, BEAR LEFT
TRAVEL/PLOUGH	Gretna Green Services northbound off slip to end, A74/M Gretna Green Services northbound on slip to end, JOIN CARRIAGEWAY

(continued…..)

M6 ROM
PLOUGHING ROUTES

ROUTE 8
FROM EAGLESFIELD DEPOT (Continued)

TRAVEL/PLOUGH A74/M northbound to A74/M Junction 21 northbound off slip, BEAR LEFT

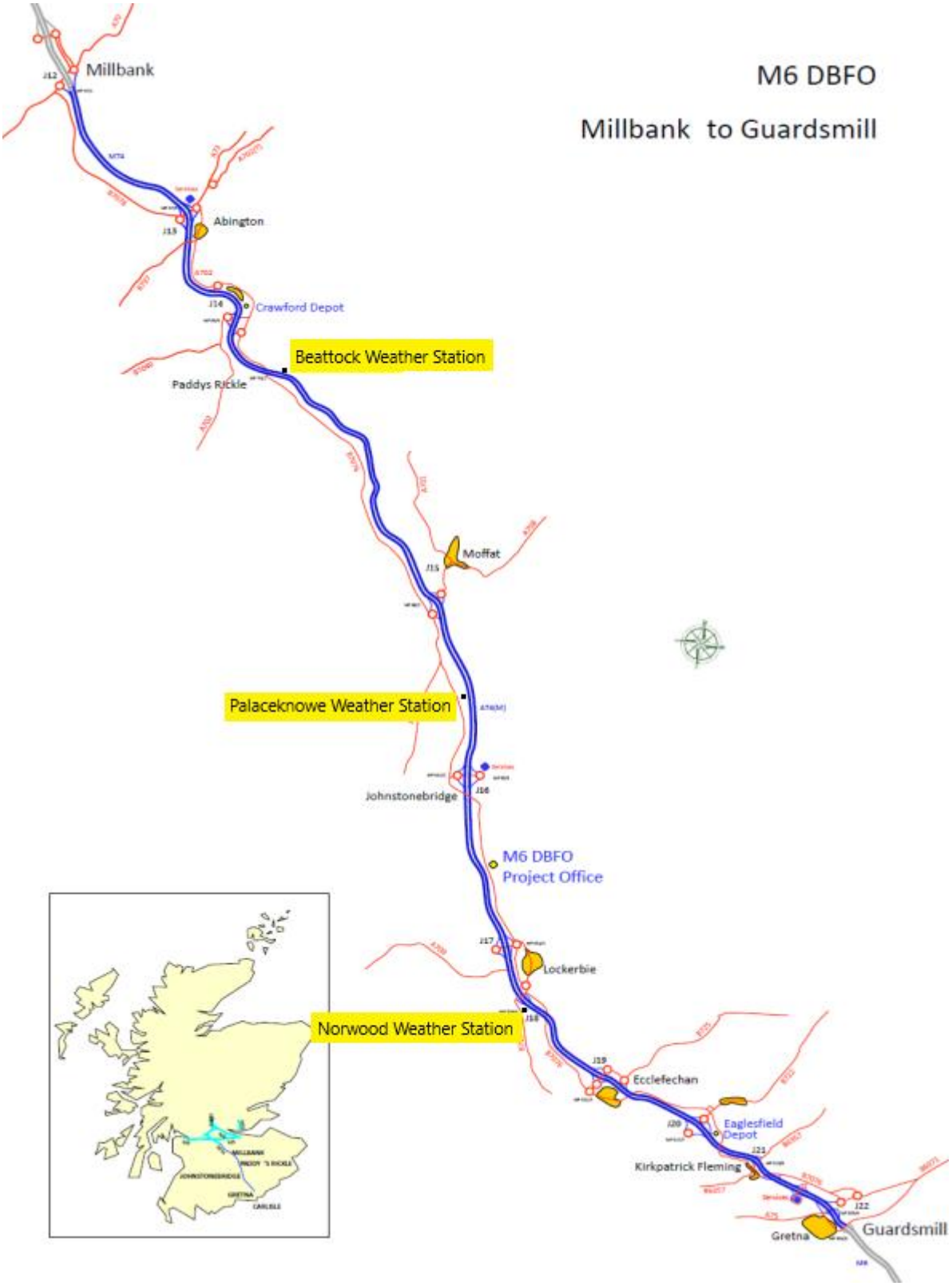
TRAVEL/PLOUGH A74/M Junction 21 northbound off slip to end B7076, TURN LEFT

TRAVEL	B7076 & B6357 to A74/M Junction 21 northbound on slip at Kirkpatrick Fleming, TURN LEFT
TRAVEL/PLOUGH	A74/M Junction 21 northbound on slip to end, JOIN CARRIAGEWAY
TRAVEL/PLOUGH	A74/M northbound to A74/M Junction 20 off slip, BEAR LEFT
PLOUGH	A74/M Junction 20 northbound off slip to end.

Return to depot or Repeat ploughing routes if required

Appendix D

Project Road



Operation and Maintenance Contract 91.3 kilometres	
20 gram routes	6no.
40 gram routes	8no.
Ploughing routes	8no.

Appendix E

Schedule of Winter Maintenance Contacts

Appendix E

M6 ROM

SCHEDULE OF WINTER MAINTENANCE CONTACTS

DESIGNATION	NAME	TELE. NO. OFFICE	TELE. NO. MOBILE
24 Hour No.	**Duty Officer** (Office Hours – Secretary / Security Officer)	**01576 205200**	**N/A**
AUTOLINK HELPLINE (24 hour)		**0845 796 6666**	
Project Manager		**01576 205200**	
Works Manager		**01576 205200**	
Duty Engineer		**01576 205200**	
Duty Engineer		**01576 205200**	
Duty Engineer		**01576 205200**	
Duty Engineer		**01576 205200**	
Duty Engineer		**01576 205200**	
Network Abnormal Loads Officer		**01576 205200**	

Appendix F

Duty Engineer Rota

Appendix F

DUTY ENGINEER ROTA 2025/2026

The Duty Engineer is responsible for Emergency Response all year and Winter Maintenance between the 1st October and the 15th May.

The Duty changes at 08.00 hours on Tuesdays.

If the Duty Engineer wishes to change their allocated week, it is their responsibility to organise.

If any changes other than a full week are made, then they should be on a 24 hour basis i.e. 08:00 hours to 08:00 hours for the required number of days. For weekend changes cover should be from Friday through to Monday.

The ROM Project Manager, Secretary & Duty Officer must be informed of any agreed changes to this rota.

Week commencing	30 September2025 to 07 October2025	
Week commencing	07 October2025 to 14 October2025	
Week commencing	14 October2025 to 21 October2025	
Week commencing	21 October2025 to 28 October2025	
Week commencing	28 October2025 to 04 November2025	
Week commencing	04 November2025 to 11 November2025	
Week commencing	11 November2025 to 18 November2025	
Week commencing	18 November2025 to 25 November2025	
Week commencing	25 November2025 to 02 December2025	
Week commencing	02 December2025 to 09 December2025	
Week commencing	09 December2025 to 16 December2025	
Week commencing	16 December2025 to 23 December2025	
Week commencing	23 December2025 to 30 December2025	
Week commencing	30 December2025 to 06 January2026	
Week commencing	06 January2026 to 13 January2026	
Week commencing	13 January2026 to 20 January2026	
Week commencing	20 January2026 to 27 January2026	
Week commencing	27 January2026 to 03 February 2026	
Week commencing	03 February 2026 to 10 February 2026	
Week commencing	10 February 2026 to 17 February 2026	
Week commencing	17 February 2026 to 24 February 2026	
Week commencing	24 February 2026 to 03 March 2026	
Week commencing	03 March 2026 to 10 March 2026	
Week commencing	10 March 2026 to 17 March 2026	

Week commencing	17 March 2026 to 24 March 2026	
Week commencing	24 March 2026 to 31 March 2026	
Week commencing	31 March 2026 to 07 April 2026	
Week commencing	07 April 2026 to 14 April 2026	
Week commencing	14 April 2026 to 21 April 2026	
Week commencing	21 April 2026 to 28 April 2026	
Week commencing	28 April 2026 to 05 May 2026	
Week commencing	05 May 2026 to 12 May 2026	
Week commencing	12 May 2026 to 19 May 2026	

Appendix G

Decision Making / Forecasts

Appendix G

M6 ROM
ACTION ON RECEIPT OF A FORECAST PREDICTING FREEZING TEMPERATURES

ROAD SURFACE TEMPERATURE		May fall below freezing	Expected to fall below freezing – See Note (v)					
Precipitation etc.		**No rain No hoar frost No fog**	**No rain No hoar frost No fog**	**Expected hoar Frost Expected fog**	**Expected rain before freezing**	**Expected rain during freezing**	**Possible rain Possible hoar frost Possible fog**	**Freezing Rain**
Road Conditions	**Wet**	**1**	**1**	**1**	**3 See Note (iii)**	**1 & 4 See Note (iv)**	**4**	**7**
	Wet Patches	**2 See Note (i)**	**2 See Note (i)**	**2 & 4 See Note (ii)**	**3 See Note (iii)**	**1 & 4 See Note (iv)**	**5**	**7**
	Dry	**6 See Note (i)**	**6 See Note (i)**	**4 See Note (iii)**	**3 See Note (iii)**	**1 & 4 See Note (iv)**	**5**	**7**
	Pre-salted within last 24 hours with no rain since	**6 See Note (i)**	**6 See Note (i)**	**6 See Note (i)**	**3 See Note (iii)**	**1 & 4 See Note (iv)**	**5**	**7**

Action:

1. Salt early evening
2. Salt wet patches early evening
3. Salt after rain stops
4. Salt early morning
5. Supervisor inspect early morning with crews standing by in depot for instructions
6. No action
7. Salt before event and continue throughout event

Notes:

See following page.

Appendix G

2.0 Notes to Accompany Action Table

i) Particular attention will be given to the possibility of water running across carriageways, e.g. off adjacent grassed areas after heavy rain washing away salt previously deposited. Such locations will be kept under close scrutiny and may require treating in the evening and morning, and possibly on other occasions.

ii) When a forecast contains reference to expected hoar frost considerable deposits may occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset may be dispersed before it can become effective. Particular vigilance is required under this forecasted condition which is ideally treated just as the hoar frost is forming. Such action is usually not practicable, and salt may have to be deposited on a dry road before the condition forms. Hoar frost may be forecast to occur at other times in which case the timing of salting operations should be adjusted accordingly.

iii) If under those conditions, rain has not ceased by early morning, crews must be called out and action should be initiated as rain ceases (Action 5).

iv) Under these circumstances rain will freeze on contact with the road surface and full pre-salting must take place even on dry roads. Constant vigilance must be maintained throughout the danger period.

v) Forecasts are often qualified by altitudes in which case differing action may be required from each depot.

3.0 Procedure For General Weekday and Weekend Decision

3.1 A 24 hour forecast with an extended outlook for 5 days and 4 nights will be issued each day at 11.00 hours. Forecast updates will be obtained at 17.00 hours and 21:00 hours.

3.2 A hard copy of the weekday and weekend forecast will be kept on file in the Reporting centre.

3.3 Following receipt of the 24 hour DTN forecast, The Duty Engineer will make a decision as to what action if any is to be taken. This decision will be revised, if necessary, following receipt of the forecast updates after 17:00 hours.

3.4 The decision will be recorded by 14:00 hours each day on Vaisala RoadDSS Manager and the Proposed Action Notification . The proposed action will be issued to the Police departments and neighbouring Local Authorities listed in Appendix J by no later than 15:00 hours each day.

3.5 The decision will also be logged on the Traffic Scotland CMS planned treatment module no later than 15:00 hours each day.

3.6 Expert forecasting from DTN and full use of the DTN RoadMaster website will be available to the Duty Engineer over the 24 hour period.

3.7 If the Duty Engineer is unable to make a decision, he/she will report to his/her line manager.

4.0 Guidance for Dealing with 'Freezing Rain'

4.1 Freezing rain in this country is a rare but an exceptionally dangerous condition. It occurs when rain falls through a layer of cold air near to the surface. The precipitation can begin as either rain and/or snow but becomes
rain when it passes through a warm layer. The rain enters a very cold layer of air close to the surface. It does not freeze immediately but forms 'black ice' on contact with any road surfaces that are below freezing temperature.

4.2 The guidance document has been prepared to assist in ensuring that necessary actions and procedures are put into place to deal with the occurrence of freezing rain.

4.3 Specific measures that should be considered include:

Prior to arrival of the freezing rain a pre-treatment is to be made in the same manner as would be made prior to snow falling.

Constant monitoring of the situation is to be made and an additional treatment is to be carried out immediately the rain commences and continued until such time that the rain has ceased, or the temperatures of the road has risen above freezing.

Freezing rain usually occurs along the line of an oncoming warm front. If possible, to ensure maximum effectiveness of the salt, the advance treatment should be made in the same direction and immediately in advance of the weather front. Use should be made of weather radar where available, to help determine the timing of treatment. Consideration should be given to stationing vehicles at the point on the route where the weather front will first hit in order that timely treatments can be undertaken.

Some salt will inevitably be lost during and following treatment and therefore careful consideration needs to be given to the requirement for continued successive treatments.

4.4 The very nature of freezing rain means that treatments will have virtually no effect initially and ice will form on the carriageway. Mitigation of the hazard is therefore a significant aspect of the actions taken in response to freezing rain. The main action is to inform road users of the hazard, but more pro-active measures might be required. For example, consideration should be given to closing the road as the rain arrives and holding traffic (rather than diverting) until such times as it is deemed safe to proceed. Such considerations will need prior discussions with the Police and Autolink.

4.5 Specific Measures to be Considered for Hazard Mitigation include:

Where available fixed or mobile Variable Message Signs should be used to warn road users of the hazard. The existing established procedures for requesting VMS settings should be followed. The following legend is currently the most appropriate for use in these circumstances.

SKID RISK
SLOW DOWN

Autolink are to contact the Agency Press Officer in order that local media can be advised as necessary.

Consideration should be given to the use of rolling blocks to slow down traffic just prior to and during the event. This will need discussing with the Police.

Appendix H

Records / Salt Returns

Appendix H

M6 ROM
WINTER MAINTENANCE Weekly
Report (10 – 20 g Routes)

Week Ending……

ROUTE NO.	PATROL VAN	PATROL GRITTER	NO. TIMES TREATED (10 – 20 gm)	SALT USED (TONNES)	ECO-THAW USED (LITRES)	NO. OF ACCIDENTS	RESPONSE TIME (AVERAGE)	COMMENTS
1	N/A	N/A						
2	N/A	N/A						
3	N/A	N/A						
4	N/A	N/A						
5	N/A	N/A						
6	N/A	N/A						
P10							N/A	
P11							N/A	
TOTAL								

Appendix H

M6 ROM
WINTER MAINTENANCE
Weekly Report (40 g and Snow Ploughing Routes)

Week Ending……

ROUTE NO.	PATROL VAN	PATROL GRITTER	NO. TIMES TREATED (10 – 20 gm)	SALT USED (TONNES)	ECO-THAW USED (LITRES)	NO. OF ACCIDENTS	RESPONSE TIME (AVERAGE)	COMMENTS
1	N/A	N/A						
2	N/A	N/A						
3	N/A	N/A						
4	N/A	N/A						
5	N/A	N/A						
6	N/A	N/A						
7	N/A	N/A						
8	N/A	N/A						
TOTAL								

Appendix H M6 ROM DAILY ACTION PLAN

AUTOLINK / M6 ROM WINTER MAINTENANCE
DAILY ACTION PLAN

DATE: 1st October 2024 DUTY ENGINEER: George Robson TEL: 07711 238 312

ROUTE NUMBER	DEPOT	DOMAIN	MIN RST (°C)	TIME BELOW ZERO	SNOW (cm)	ROAD CONDITION			RESIDUAL SALT			PATROL	PROPOSED TREATMENT	TREATMENT START TIME
						WET	WET PATCHES	DRY	HIGH	MED	LOW			
1	CRAWFORD	J12-J15						✓			✓	N/A		
2	CRAWFORD	J12-J15						✓			✓			
3	EAGLESFIELD	J15-J18						✓			✓	N/A		
4	EAGLESFIELD	J15-J18						✓			✓			
5	EAGLESFIELD	J18-J22						✓			✓			
6	EAGLESFIELD	J18-J22						✓			✓			

Vulnerable Areas Mitigation Measures	Reserve Fleet		Alternative De-icers		Snow Plan		Other		N/A	✓

Red R's	Saturday	N/A	Sunday	N/A

FORM TO BE ISSUED BY 15:00HRS EACH DAY
LSSP: Loaded Salt Spreader Patrol

Appendix H

Sir Robert McALPINE

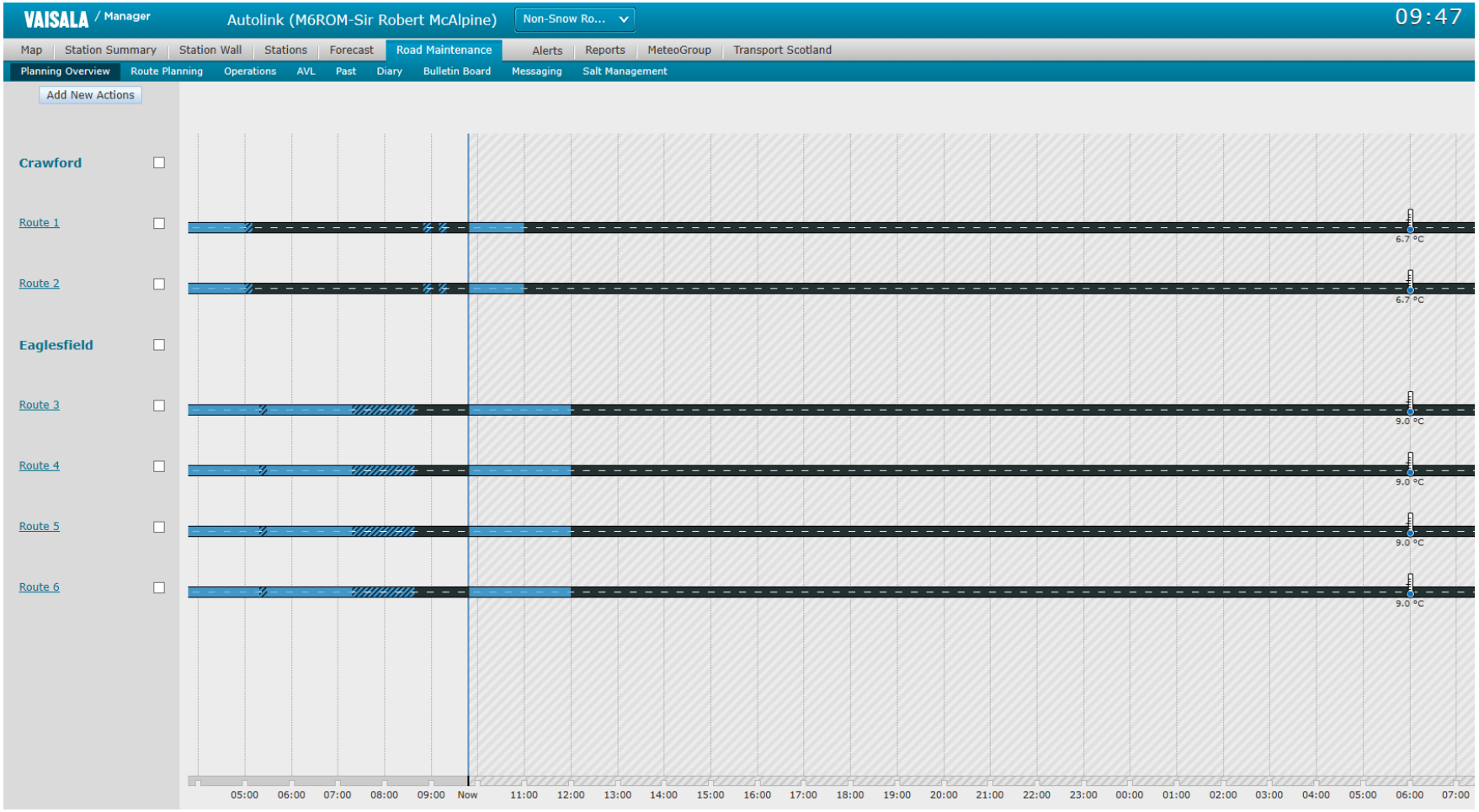
Appendix H M6 ROM GRITTER LOG PROFORMA

`GRITTER 1	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 2	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 3	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 4	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 5	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 6	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 7	TIME OUT	TIME IN	DRIVER	DATE	R	g
GRITTER 8	TIME OUT	TIME IN	DRIVER	DATE	R	g

PLANNED?	**YES**		Notes	**TRAF SCOT INFORMED:**	**START**			
	NO				**FINISH**			

Appendix H **M6 ROM WINTER MAINTENANCE**

Vaisala RoadDSS Manager



Sir Robert McALPINE

Appendix H M6 ROM WEATHER STATION / WINTER FLEET FAULTS

Station	Date of fault	Time of fault	Date fault repaired	Time fault repaired	Fault Description	Outcome	Time off-line (days)
2024-25 WINTER SEASON							
Beattock							0
Norwood							0
Palaceknowe							0
							0
							0
							0
							0
							0
							0

Plant description	Vehicle Reg	Date of fault	Fault Description	Date fault repaired	Outcome	Downtime (days)
2024-25 WINTER SEASON						

Appendix H

M6 ROM

HIRED PLANT – WEEKLY RETURNS

Depot…… **Week Ending……**

Serial	Type of Equipment	Source of Hire	Operator	Duration

Appendix H **M6 ROM WINTER MAINTENANCE DAILY SPREADER LOG**

WINTER MAINTENANCE DAILY SPREADER LOG

VEHICLE REG No. _____	DATE. _____
PRE WET FILTER CHECKED AND CLEANED	Sign Name: .....

Drivers Log : Please enter relevant information, circling boxes as appropriate

GH	MR	MC	TC	AR	RJ	RH	TJ	MCay	SH	A M	DB	KB	JW	GG	IA	G B	CC	SR	WH	ML	RArm	CF	DBar	D M	C G

Salt Depot		Route number (10 – 20 gm Routes)							Ploughing Routes Numbers and 40 gm Routes								Rate of Spread					
E	C	1	2	3	4	5	6	Patrol	1P	2P	3P	4P	5P	6P	7P	8P	10	15	20	40	Pre-Wet	
									1	2	3	4	5	6	7	8					Yes	No

End of Route		Time out of Depot		(A) Start Weight (Brine)	
Mileage			am pm	(B) Brine / Salt leaving Depot	
Start Milage		Time Route Completed		(C) Salt / Brine in Depot	
			am pm	(D) Off Load Salt / Brine Left	
Total		Time in Depot		N/A	N/A
			am pm		

Winter Maintenance Patrols: Not exceeding 3 hour intervals at each location.

Evening / Night Patrol North Section: J14 South to J15 = Patrol Contingency J15 Border to J12

Evening / Night Patrol South Section: J20 North to J15 = Patrol Contingency J15 to J22 Border

Evening / Night Patrols to regular check depots every 3 hours:- (Eaglesfield Depot leave at J20 N/Bound or S/Bound)
(Crawford Depot leave at J14 N/Bound and rejoin at J14 N/Bound)

Motorway Parking Points:- North Patrol (Beattock DVSA Entry Slip - Wide Load Layby N/Bound)
South Patrol (J22 Works Access N/Bound - Cowdens Gate Access N/Bound - Wide Load Layby S/Bound)

Evening / Night Patrols to telephone Duty Officer (Security) every 2 hours

Junction 12				Beattock Summit				J15 Southbound Entry				Cowdens Gate Access				Junction 22 Works Unit			
1	:	am	pm	1	:	am	pm	1	:	am	pm	1	:	am	pm	1	:	am	pm
2	:	am	pm	2	:	am	pm	2	:	am	pm	2	:	am	pm	2	:	am	pm
3	:	am	pm	3	:	am	pm	3	:	am	pm	3	:	am	pm	3	:	am	pm
4	:	am	pm	4	:	am	pm	4	:	am	pm	4	:	am	pm	4	:	am	pm
5	:	am	pm	5	:	am	pm	5	:	am	pm	5	:	am	pm	5	:	am	pm
6	:	am	pm	6	:	am	pm	6	:	am	pm	6	:	am	pm	6	:	am	pm
7	:	am	pm	7	:	am	pm	7	:	am	pm	7	:	am	pm	7	:	am	pm
8	:	am	pm	8	:	am	pm	8	:	am	pm	8	:	am	pm	8	:	am	pm
9	:	am	pm	9	:	am	pm	9	:	am	pm	9	:	am	pm	9	:	am	pm
10	:	am	pm	10	:	am	pm	10	:	am	pm	10	:	am	pm	10	:	am	pm

ECO-THAW Usage		Ltrs

ROUTE COMMENTS : (i.e.. Wet, icy, ploughing area, blocked drains, spreader downtime etc.)

Appendix H **WEEKLY SALT USAGE**

	EAGLESFIELD Rock Salt				COMMENTS	CRAWFORD Rock Salt				COMMENTS
W/E	Used	Delivered	Ordered	Stock		Used	Delivered	Ordered	Stock	
Pre Start	0	0	0	0		0	0	0	0	
04-Oct	0	0	0	0		0	0	0	0	
11-Oct	0	0	0	0		0	0	0	0	
18-Oct	0	0	0	0		0	0	0	0	
25-Oct	0	0	0	0		0	0	0	0	
etc.	0	0	0	0		0	0	0	0	
Totals	0	0	0			0	0	0		

	EAGLESFIELD Saturator Salt				COMMENTS	CRAWFORD Saturator Salt				COMMENTS
W/E	Used	Delivered	Ordered	Stock		Used	Delivered	Ordered	Stock	
Pre Start	0	0	0	0		0	0	0	0	
04-Oct	0	0	0	0		0	0	0	0	
11-Oct	0	0	0	0		0	0	0	0	
18-Oct	0	0	0	0		0	0	0	0	
25-Oct	0	0	0	0		0	0	0	0	
etc.	0	0	0	0		0	0	0	0	
Totals	0	0	0			0	0	0		

Appendix H **WEEKLY ECO-THAW USAGE**

CRAWFORD ECO-THAW					COMMENTS
W/E	Used	Delivered	Ordered	Stock	
Pre Start	0	0	0	0	
04-Oct	0	0	0	0	
11-Oct	0	0	0	0	
18-Oct	0	0	0	0	
25-Oct	0	0	0	0	
etc.	0	0	0	0	
Totals	0	0	0		

Appendix H

M6-ROM-4-022: Public Relations & Complaint Response

COMPLAINTS/ENQUIRY FORM

CALL TAKEN BY:		
Log Number M6-ROM-4-022-	Date	Time
Name	Address	Tele No.
Classification	How Received	
Description		
Passed to for action:-	Forwarded by: -	Date:-
Action Taken		
Action Taken By (Sign)	Date Closed Out:-	Number of Attachments e.g. Letter

Appendix H **Daily Occurrence Log Book**

croma vigilant
Guarding & Asset Protection

Date	Assignment Location	Officers on Duty	Log Serial Number 281801

Client Name

I confirm that I have read and understood my assignment instructions and all current temporary instruction

Location Name (gatehouse, reception, etc)

Duty Start	Duty End	Incident Reports

Company equipment checked and in order ☐
Client equipment checked and in order ☐
Assignment Instructions ☐

Emp. No:	Surname	Signature

Serial No	Time	Duty Record	Signature

Controlled Document Page 1 of 2

Appendix H Transport Scotland Weekly Winter Report

	Transport Scotland	M6DBFO Weekly Winter Report
	Reporting period:	
	Submitted by:	
	Approved by:	
	Date:	

Transport Scotland Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

Conference call dial-in details are as follows:
Dial-In Number: 0203 4333 578 Conference Code: 6402794438

1. Weather	Last 7 days	Winter 2021-22
Min Temp + Location		
Snow days on Unit		
Snow / Ice related incidents (ISR issued / In IRIS)		
Snow and/or Ice related closures		

2. Forecast Accuracy	Total Forecasts	Frost / No Frost (B)	No Frost / Frost (C)	Performance Accuracy 100-((B+C)/A)
Forecasting Accuracy Mon-Sun				
Forecast Accuracy 2021-22				

3. Salt / De-icer Usage (Tonnes / L)	Week Usage Mon - Sun	2021-22 Usage Oct - May	Total in Stock at Thurs 10:00	Orders confirmed for delivery within next 7 days
Salt Usage (T)				
Strategic Salt (T)				
Alternative De-icer (type) (L)				

1. Add extra rows as req 2. Develop input into Vaisala Manager / SWIS Portal

4. Winter Service Operations	Last 7 days (Thur - Wed) *Actual no / potential no*	2021-22 Season *Actual no / potential no*
Precautionary treatments		
Winter Patrols (Nov-March)		
Reserve vehicle usage		
Additional Vehicle usage		

5. Winter Service Operations	Last 7 days (Thur - Wed) *Actual no / potential no / %*	2021-22 Season *Actual no / potential no / %*
Treatment time KPI		
Response time KPI		
Datalogger download KPI		

Develop input into Vaisala Manager / SWIS Portal

6. Plant / Fleet Breakdowns	Total no in WSP	Currently Unavailable	Issues since last report
Frontline			
Reserve			
Additional			
Brine Saturators			

Appendix H

M6 ROM

Schedule of Road Blockages (to be included on 2 hour closure schedule)

Month.....

Date	Road No.	Location	Length of Blockage	Time of Blockage	Comments

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Appendix H **M6 ROM TEMPERATURE FORM**

M6 ROM
FORECAST RECORD **MONTH – OCTOBER 2025**

Night of		Duty Officer	Met Office – Beattock Graph			Met Office – Beattock Graph			Snow. Ave Daily Depth	Time instructed	Comments
			Forecast Min. Air	Actual Min. Air	Diff	Forecast Min. RST	Actual Min. RST	Diff			
Wed	1-Oct										
Thu	2-Oct										
Fri	3-Oct										
Sat	4-Oct										
Sun	5-Oct										
Mon	6-Oct										
Tue	7-Oct										
Wed	8-Oct										
Thu	9-Oct										
Fri	10-Oct										
Sat	11-Oct										
Sun	12-Oct										
Mon	13-Oct										
Tue	14-Oct										
Wed	15-Oct										
Thu	16-Oct										
Fri	17-Oct										
Sat	18-Oct										
Sun	19-Oct										
Mon	20-Oct										
Tue	21-Oct										
Wed	22-Oct										
Thu	23-Oct										
Fri	24-Oct										
Sat	25-Oct										
Sun	26-Oct										
Mon	27-Oct										
Tue	28-Oct										
Wed	29-Oct										
Thu	30-Oct										
Fri	31-Oct										

Appendix I

Contract Plant List and Additional Plant in the Event of Severe Weather

Sir Robert McALPINE

Appendix I

M6 ROM

WINTER MAINTENANCE GRITTING FLEET 2025/2026

Fleet will comprise of 8no. Scania Spreaders fitted with 9m^3 Smooth-flow Spreaders. 5no. based at Eaglesfield depot and 3no. based at Crawford depot.

DEPOT Eaglesfield (E) Crawford (C)	Type of Vehicle	Vehicle Registration	Vehicle Name	TYPE OF EQUIPMENT							SERIAL NUMBER
				Radio	Blade	Vee	Convert Vee	Fixed Spreader	Demount Spreader	Trailer Spreader	
Spreader 1 (C)	Scania 26t 9cu m	KU70 WTM	Penelope Gritstop	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 2 (C)	Scania 26t 9cu m	KU70 WOR	Arctic Angel	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 3 (C)	Scania 26t 9cu m	KU70 WUM	Spready Mercury	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 4 (E)	Scania 26t 9cu m	KU70 WOA	Snow Bother	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 5 (E)	Scania 26t 9cu m	KU70 WOH	Gritney Spears	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 6 (E)	Scania 26t 9cu m	KU70 WOJ	Drift Shifter	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 7 (E)	Scania 26t 9cu m	KU70 WOM	Han Snow-lo	Yes	Econ High-Speed		N/A	Yes	----	----	
Spreader 8 (E)	Scania 26t 9cu m	KU70 WVM	Ice Breaker	Yes	Econ High-Speed		N/A	Yes	----	----	

Appendix I

Other Mechanical Snow Clearance Plant

Name	Nature of Business	Location	Contact name	Telephone Number
Hewden Plant Hire	JCB, Dumpers, Mini Excavators	Whitehaven		
A-Plant Hire	JCB, Dumpers, Mini Excavators	Carlisle		
Oakbank Services	JCB, Dumpers, Excavators	Dumfries		
AMD Contract Services	JCB, Dumpers, Excavators	Dumfries		
Weston's Garage	Loading shovel	Crawford		
Duncan Hodge	Tractors, shovels	Unit 21 Whistleberry Ind. Est. Hamilton		
JM Retson	Tractors, shovels	Abington		

Appendix J

Police Departments and Neighbouring Authorities

Appendix J

M6 ROM

NEIGHBOURING TRUNK ROAD CONTACTS

EMPLOYER	DESIGNATION	NAME	TELE. NO. OFFICE	TELE. NO. MOBILE	EMAIL
Traffic Scotland			0131 203 8700 24 hour Control Room 0800 028 1414 24 hour number		
Amey – South West Unit	Severe Weather Manager		0800 042 0188 Customer Helpline (24 hour Control Room)		OCCR-southwest@amey.co.uk
BEAR – South East Unit	Severe Weather Manager		0131 374 2424 (Emergency 24 hour Control Room)		
National Highways Area 13	24 Hour Emergency Number		0300 470 7070		
	Daytime Office Number		0300 470 1523		

Appendix J

M6 ROM

NEIGHBOURING LOCAL AUTHORITY CONTACTS

EMPLOYER	DESIGNATION	NAME	TELE. NO. OFFICE	TELE. NO. MOBILE	EMAIL
Dumfries & Galloway Council	Team Leader Road Network Coordination		030 33 33 3000		
Dumfries & Galloway Council	Team Leader Roads Network Management		030 33 33 3000		
Dumfries & Galloway Council	General Foreman		01576 203113		
South Lanarkshire Council	TS Liaison		0800 242024		roadsandtransportation@southlanarkshire.gov.uk

Appendix J

M6 ROM

POLICE CONTACTS

POLICE	EMERGENCY TELEPHONE	CONTACT		CONTROL		ADDRESS
		DESIGNATION	**NAME**	**TEL**	**FAX**	
CUMBRIA	999	General Enquiries / Control Room	Operational Control Room	0300 1240111 or 101	01768 868283	Carlton Hall Police HQ Penrith CA10 2AU
		Traffic Mgt. Officer		101 Ext 44051		Carlton Hall Police HQ
POLICE SCOTLAND						
Dumfries & Galloway Division	999	General Enquiries		101		
		Divisional Road Policing Inspector		101		
Lockerbie		Road Policing Unit		101		Lockerbie Police Station
						Main Street
						Lockerbie
						DG11 2DQ
BOUNDARY: The Scottish Border to Strathclyde Regional Boundary north of Greenhillstairs						

Appendix J

M6 ROM

POLICE CONTACTS

POLICE FORCE	EMERGENCY TELEPHONE	CONTACT		CONTROL		ADDRESS
		DESIGNATION	**NAME**	**TEL**	**FAX**	
POLICE SCOTLAND						
Lanarkshire Division	999	General Enquiries		101		Motherwell Area Control Room, 160 Orbiston Street, Motherwell, ML1
		Divisional Road Policing Inspector		01698 483075 or 101		1PQ
BOUNDARY: Strathclyde Regional Boundary north of Greenhillstairs to Junction 12						
Traffic Management		Trunk Road Traffic Management Officer		101 or 0141 5326461		Police Scotland, Operational Support Division Complex, 433 Helen Street, Glasgow, G51 3HH

Appendix K

Salt Application Spread Rates

Appendix K

Table 1 - Forecast Weather and Road Condition Status

This table sets out the forecast weather and road condition status codes used in the other Appendix K Tables.

Forecast weather			
A	Road surface temperature is higher than 1*C	H	Hoar frost
B	Road surface temperature is lower than or equal to plus 1*C but higher than minus 2*C	I	Freezing fog
C	Road surface temperature is lower than or equal to minus 2*C but higher than minus 5*C	J	Freezing rain
D	Road surface temperature is lower than or equal to minus 5*C	K	Snow accumulations up to 30mm
E	Road surface temperature is lower than or equal to plus 1*C but higher than minus 2*C following rain	L	Snow accumulations over 30mm
F	Road surface temperature is lower than or equal to minus 2*C but higher than minus 5*C following rain	M	Hard packed snow/ice
G	Road surface temperature is lower than or equal to minus 5*C following rain		
Road condition status			
1	Road surface dry		
2	Frost susceptible area/known surface water run-off		
3	Road surface wet		
4	Road surface temperatures less than or equal to plus 1*C and relative humidity less than or equal to 80%		

Table 2 - Precautionary treatment salt spreading rates

Forecast weather as referred to in Table A of Appendix K	Road condition status as referred to in Table 1 of Appendix K			
	1 **Dry road surface** **(grammes per square metre)**	**2** **Frost susceptible/ surface water run off area** **(grammes per square metre)**	**3** **Road surface wet** **(grammes per square metre)**	**4** **Road surface temperatures lower than or equal to plus 1*C and relative humidity less than or equal to 80%**
A	0	0	0	0
B	0	10 to 20	10 to 20	Salt moisture content shall be increased to 5% at relevant spread rates in Road condition status 1 to 3 inclusive
C	0	10 to 20	10 to 20	
D	0	20	20	
E	0	20	20	
F	0	30	40	
G	0	40	40	
H	10	20	20	
I	10	10	20	
J	40	40	40	
K	20	30	40	
L	40	40	40	
M	40	40	40	

Table 3 - Snow or Ice Clearance Salt Spreading Rates

Road surface condition	Air temperature	Snowfall Forecast	Treatment			
			Spreading (grammes per square metres)	Dry Salt	Ploughing	Blowing
Ice formed	Lower than or equal to minus 5*C and stable	N/A	20 to 40	No	No	No
Snow covering exceeds 30mm	Lower than or equal to minus 5*C and stable	Moderate (0.5 – 4cm/hr)	20 to 40	Yes	Yes	No
Snow covering exceeds 30mm	Lower than or equal to minus 5*C and dropping	Heavy (> 4cm/hr)	40	Yes	Yes	Yes
Snow accumulations due to prolonged falls	Lower than or equal to minus 5*C and stable		20 to 40	Yes	Yes (continuous)	Where applicable
Hard packed snow/ice less than 20mm thick	Higher than or equal to minus 5*C		20 to 40 (successive treatments)	Yes	No	No

Appendix L

List of Other Documents to be Read in Conjunction with this Plan

Appendix L

List of Other Documents to be Read in Conjunction with this

Plan 1.0 Contract Specification:

1. M6DBFO Contract Document Schedule 4 (O&M)
2. Contract Agreement
3. Scottish Ministers' Variation SMV OM/007 – Pre-wetted Salt
4. Scottish Ministers' Variation SMV OM/013 – Winter Maintenance Enhancements
5. Scottish Ministers' Variation SMV OM/028 – Use of PTT Radios & Alternative De-icer

2.0 General and Contract Procedures:

1. Winter Maintenance Strategy AM6/PR/18
2. M6-ROM-4-022 Complaint Response
3. M6-ROM-4-014 Accident Records
4. M6-ROM-4-016 Abnormal Indivisible Loads. Liaison
5. M6-ROM-4-003 Operation of Greenhillstairs Gates
6. M6-ROM-4-046
7. M6 ROM Quality Management Plan QMP/01

3.0 Agency Controlled Documents:

1. Area Management Memo No. 62/05. Guidance on Dealing with Freezing Rain

Appendix M

Interface Arrangements with Other Road Authorities

Appendix M

Interface Arrangements

National Highways (Area 13)

1.1 M6 ROM treat from the National Border to Junction 45 works access slip road in both directions.

Dumfries & Galloway Council

2.1 M6 ROM to treat the section of B7076 northwards from the B7076 / Glasgow / C143a junction at Gretna up to the A74(M) northbound entry slip road.

Amey - South West Unit

3.1 Amey to treat in area of Junction 12 as follows:
Northbound carriageway – from the start of the slip road hatching to the double nodes (a distance of about 140 metres).

Southbound carriageway – Amey to continue from their network north of Junction 12 to the end of the hatching at the southbound entry slip road (a distance of 140 metres).

Appendix N

Greenhillstairs Gates Operational Procedure

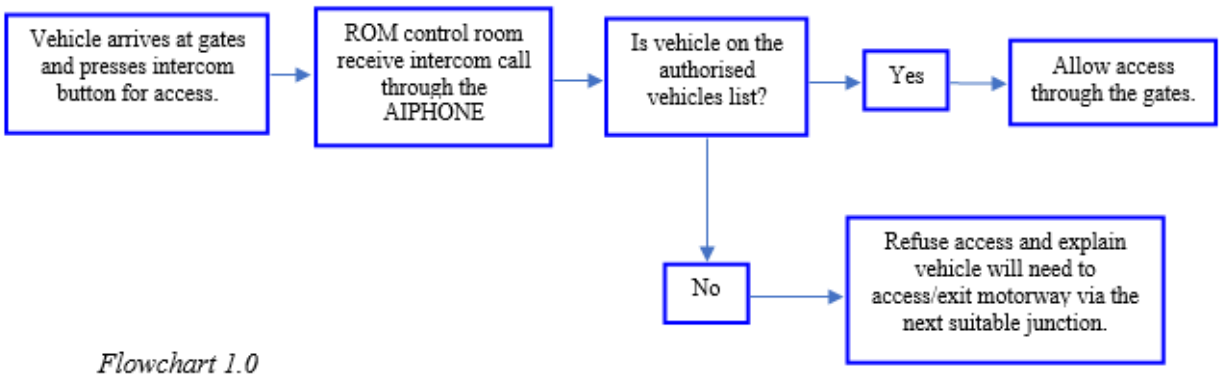
The operation of Greenhillstairs Gates is outlined in contact procedure **M6-ROM-4-046 Rev.0**

The gates shall only be accessed by authorised vehicles who are carrying out operations in relation to the M6 DBFO. Authorised users are detailed below: -

- Any party undertaking activities on the Project Road on behalf of Autolink or ROM.
- The emergency services.
- Recovery companies responding to breakdowns or incidents.

Under **no** circumstances shall the gates be opened to allow access to the public or unauthorised vehicles.

Process for allowing access through the gates: -



Flowchart 1.0

The following notes should accompany *Flowchart 1.0*: -

- The gates shall not be opened in anticipation of an authorised vehicle arriving at the gates. A vehicle must arrive at the gates and/or press the intercom button before access is granted. This is to prevent any nearby unauthorised vehicles accessing the gates.
- Once the gates are opened, they will automatically close after 1 minute.
- The gates are fitted with a fail-safe device when opening/closing. If this is breached by a vehicle, the gates will automatically stop and re-set after 1 minute.

There is an override function allowing the gates to be opened permanently. This function is controlled remotely from the ROM control room. The gates will only be opened permanently during the events listed below: -

- Road traffic accidents
- Extreme weather events i.e. heavy snowfall
- During maintenance works when traffic volumes through the gates are expected to be frequent i.e. resurfacing. The decision to permanently open the gates will be managed at a site level by ROM.

Appendix O

Vulnerable Areas

Location	**M74, J12 Southbound**
Grid reference	285983, 632334
Problem	Gradient can cause traction issues for articulated vehicles.
Previous issues	Significant snow accumulations have resulted in HGV's losing traction and sliding
Optional mitigation measures	• Initial discussions on mutual aid and Snow Plan arrangements will be held between M6 DBFO/SW/SE NMC's • If the Snow Plan is activated, with consent from Transport Scotland, then additional resources from the SW and SE NMC's will be mobilised. • Reserve M6 DBFO fleet will be deployed to this area during extreme weather events • The use of alternative de-icers will be considered • Application of additional salt at patrol driver's discretion or as instructed by the winter duty engineer.
When enacted	The measures detailed above will be considered based on a forecast of significant snow accumulations over a short period of time
Who enacts	Winter duty engineer
Other measures	• Use of VMS signs to warn drivers of conditions • Network status updates provided to Traffic Scotland via CMS

Location	**M74, J15-J14, Tinnybank Northbound & Southbound**
Grid reference	301426, 613582
Problem	Gradient can cause traction issues for articulated vehicles.
Previous issues	Significant snow accumulations have resulted in HGV's losing traction and blocking the network
Optional mitigation measures	• Initial discussions on mutual aid and Snow Plan arrangements will be held between M6 DBFO/SW/SE NMC's • If the Snow Plan is activated, with consent from Transport Scotland, then additional resources from the SW and SE NMC's will be mobilised. Heavy recovery plant will also be stationed at the VMS site, northbound MP-73/7, allowing clear access to Tinnybank • Reserve M6 DBFO fleet will be deployed to this area during extreme weather events • The use of alternative de-icers will be considered • Application of additional salt at patrol driver's discretion or as instructed by the winter duty engineer.
When enacted	The measures detailed above will be considered based on a forecast of significant snow accumulations over a short period of time
Who enacts	Winter duty engineer
Other measures	• Use of VMS signs to warn drivers of conditions • Network status updates provided to Traffic Scotland via CMS

Appendix P

Resilience Precautionary Routes

Reduced gritting routes in the event of a Covid-19 pandemic and / or Class 2 driver resource issue.

M6 DBFO – Resilience Precautionary Routes

Ref No	Normal WSP Routes						Duration (hr)	Frequency of Precautionary Treatments			Number of LSSPs		
	1	2	3	4	5	6		HIGH	MED	LOW	1	2	3
Route 1							1.5						
Route 2							2						
Route 3							2.5						

Treatment Description

Route 1
J12-J15 northbound & southbound (remains unchanged from normal WSP route)

Gritter 1 – J14 southbound entry slip; M74 mainline to J15 southbound exit slip; J15 southbound exit slip; J15 northbound entry slip; M74 mainline to J14 entry slip; J13 northbound exit and entry slip; J13 southbound exit and entry slip; J14 southbound exit slip to A702 r/about.

Gritter 2 – J14 northbound entry slip; M74 mainline to J12 northbound exit slip; J12 northbound exit slip; J12 southbound entry slip; M74 mainline to J14 southbound entry slip; weigh bridge southbound exit and entry slip; exit slip Greenhillstairs Works Access; entry slip Greenhillstairs Works Access gates; J14 northbound exit slip to A702 r/about.

Route 2
J12- J18 northbound & southbound

Gritter 1 – M74 southbound mainline from J12 entry slip to J18 entry slip; J18 northbound exit slip.

Gritter 2 – M74 northbound mainline from J18 exit slip to J12 exit slip; J18 southbound entry slip.

Gritter 3 – All slip roads northbound from J20 entry slip to J12 exit slip. All slip roads southbound from J12 entry slip to J20 exit slip.

Route 3
J12 - J22 northbound & southbound

Gritter 1 – M74 northbound mainline from J14 entry slip to J12 exit slip; J12 northbound exit slip; J12 southbound entry slip; M74 southbound mainline from J12 entry slip to J20 exit slip; J18 northbound exit slip.

Gritter 2 – M74 southbound mainline from J20 exit slip to A6071 Works Access Gates; M74 northbound mainline from A6071 Works Access Gates to J14 entry slip; J13 northbound exit and entry slip; J13 southbound exit and entry slip; J18 southbound entry slip.

Gritter 3 – All remaining slip roads and any short fall on main line if required.