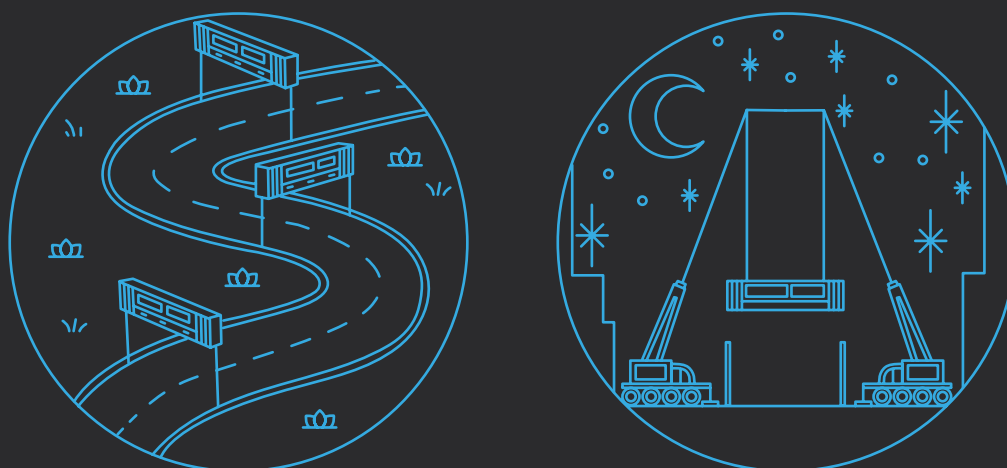


On taking over the South West Scotland trunk road contract in April 2013, Scotland TranServ undertook a complete review of structures across the network. From that meticulous study, a report was produced for Transport Scotland, identifying the need to refurbish a total of 25 gantries along Scotland's busiest motorway, the M8 through Glasgow.



Some of these ageing gantries were identified to be more than 40 years old. Many of them had never been removed for refurbishment and were in urgent need of repair. Due to Scotland's challenging climate and uniform flat roof design of the original gantry structures water had pooled on the surface and seeped into the structure leading to corrosion over time and operational issues.

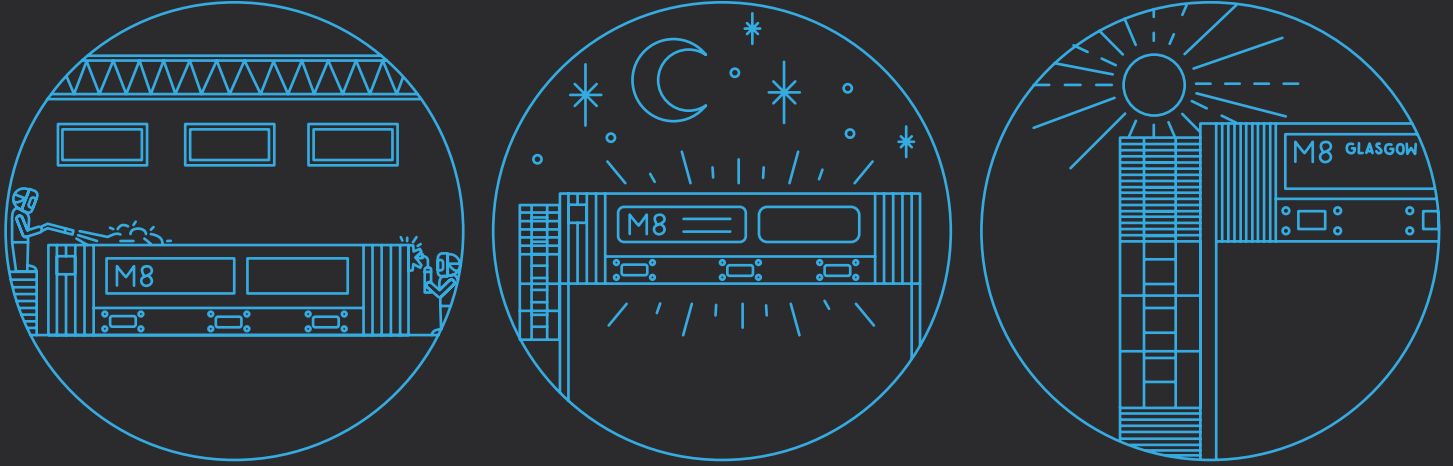


Scotland TranServ seized the opportunity to refurbish rather than repair the gantry structures, reducing wastage and lowering replacement costs. The latest LED technology was also considered and implemented. Because maintenance of these new LED lanterns is far less than their predecessors there are additional benefits not only in running and maintenance costs, but in the health and safety of our workers, and reduced disruption to drivers with fewer trunk road closures required.

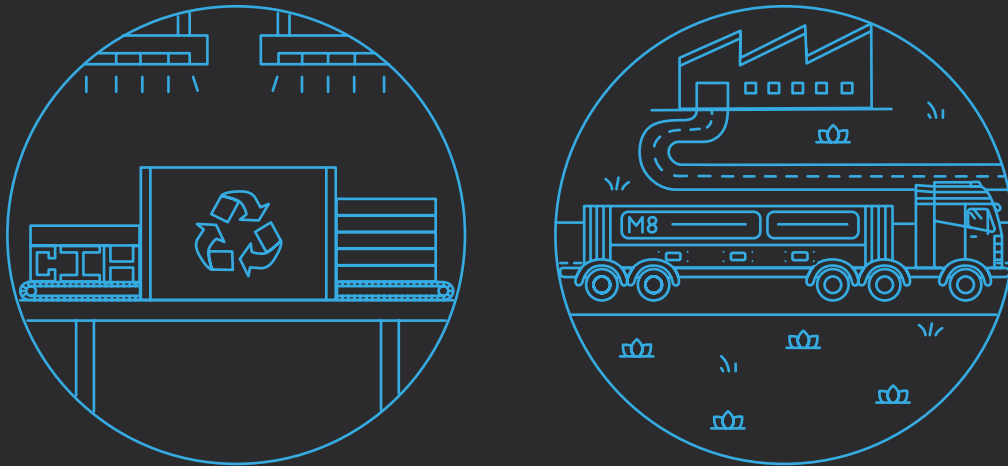


A total of 12 gantries have been refurbished over the last 18 months, with the steelwork stripped back through shotblasting, new steel welded to replace corroded areas and the existing 14 tonnes structure repainted. All old signage was removed and replaced with new energy efficient LED signs. These new signs are delivering a 70% energy saving over their predecessors.

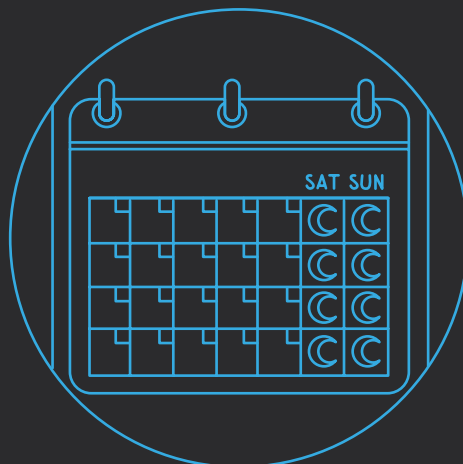
To maximise these benefits yet further, Scotland TranServ's Structures team is implementing the addition of spiral staircases to these gantries. The staircases eradicate the need for closures or the use of ladders or MEWPs, again delivering health and safety benefits.



With each gantry weighing between 7 and 14 tonnes, this amounts to an average total saving of 63 tonnes this year alone and 240 tonnes over the course of the programme – that's the equivalent of nearly 20 Routemaster double decker buses. A further environmental benefit of these schemes is the close proximity of the each link in the project chain with the gantries removed, shotblasted and refurbished within a 20 miles radius of their original locale.



Refurbishing these structures, while maintaining the traffic flow and reducing the impact on the tourism and retail economies was our ultimate consideration. Each structure was removed and replaced during weekend overnight closures, with maximum efficiency and minimal disruption to commuters and businesses.





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