



FORTH REPLACEMENT CROSSING M9 Junction 1a SRB TRAFFIC MANAGEMENT PLAN



FORTH REPLACEMENT CROSSING M9 Junction A1

TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

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TRAFFIC MANAGEMENT PLAN

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1.0 INTRODUCTION

1.1 Purpose of TMP Plan

This Traffic Management Plan (TMP) describes the management process, procedures and measures that will be employed to plan, control and monitor traffic management during the construction phase. This plan also details the procedures and processes required for the consultation with all relevant parties, the procedures for the implementation of temporary traffic restriction orders and the maintenance and monitoring of Temporary Traffic Management Schemes (TTMS). The plan sets out the overarching requirements for the TTMS on the project. Detailed Traffic Management Drawings and Plans will be prepared for each Traffic Management Stage of the project as the scheme progresses through the construction programme.

1.2 Specific Contract Requirements

This TMP has been produced as part of the Construction Phase Health and Safety Plan (H&SP) taking account of the commitments and requirements as detailed in the following documents:

- Forth Crossing Act 2011
- Forth Crossing Bill Commitments and Undertakings
- Code of Construction Practice (CoCP), Revision 5, December 2010
- SRB Outline Construction Phase Health and Safety Plan (CPHSP), Revision Draft
- Employers Requirements, contract issue, Part A2: Specification, Appendix 1/17: Traffic Safety and Management, Appendix 1/18: Temporary diversions for Traffic, appendix 1/19: Routeing of Vehicles, Appendix 1/20: Recovery Vehicles for Breakdowns, Appendix 1/26: Temporary Automatic Speed Camera System for the Enforcement of Mandatory Speed Limits at roadworks (TASCAR), Appendix 1/27: Temporary Automatic Speed Camera System for the Enforcement of Mandatory Speed Limits at roadworks (TASCAR) – Particular Requirements;
- Environmental Statement (ES) 2009

1.3 Traffic Management Commitments

The schedule of Environmental commitments for the Scheme are listed in Chapter 23 of the Environmental Statement. A list of the commitments relevant to Traffic Management is listed in Appendix A.

The CoCP, Chapter 4 lists the requirements for “Public Access and Traffic Management”

The Employer’s Requirements referenced Appendices listed above refer to other documents to assist with the management of traffic during the construction phase, such as Chapter 8 of the Traffic Signs Manual and the Design Manual for Roads and Bridges (DMRB). The hierarchy of the documents is detailed in Figure 1.1.

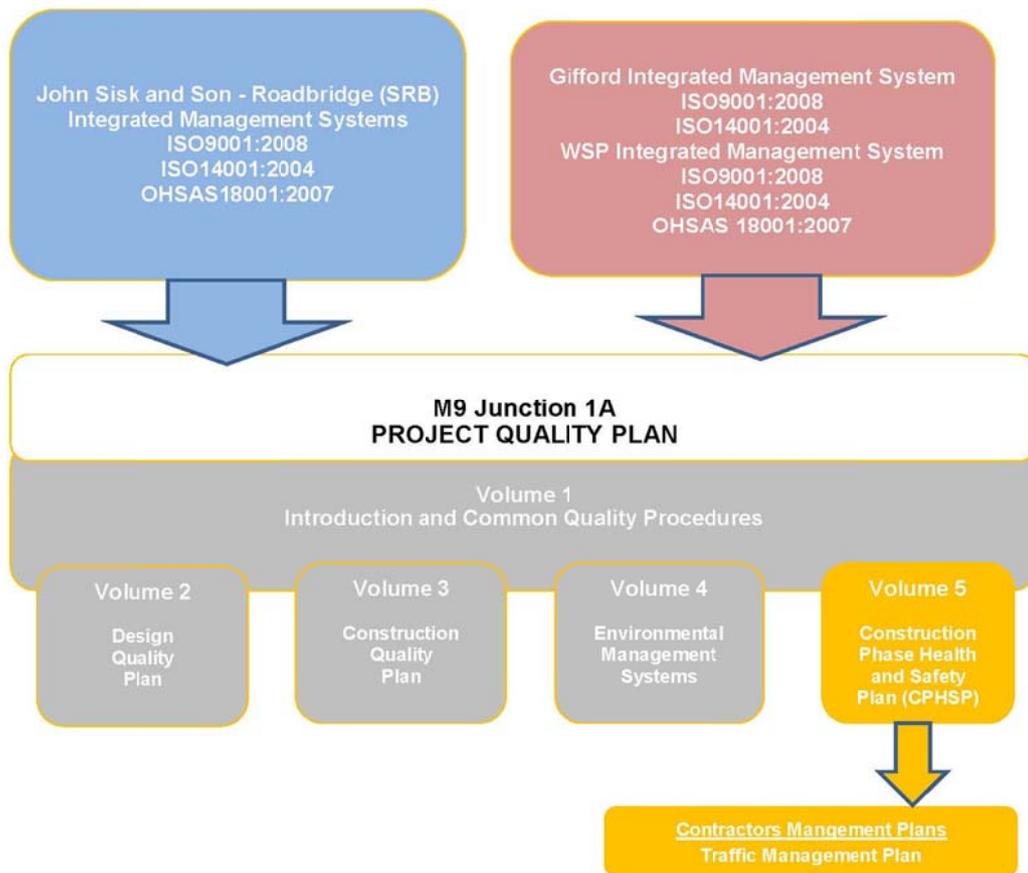
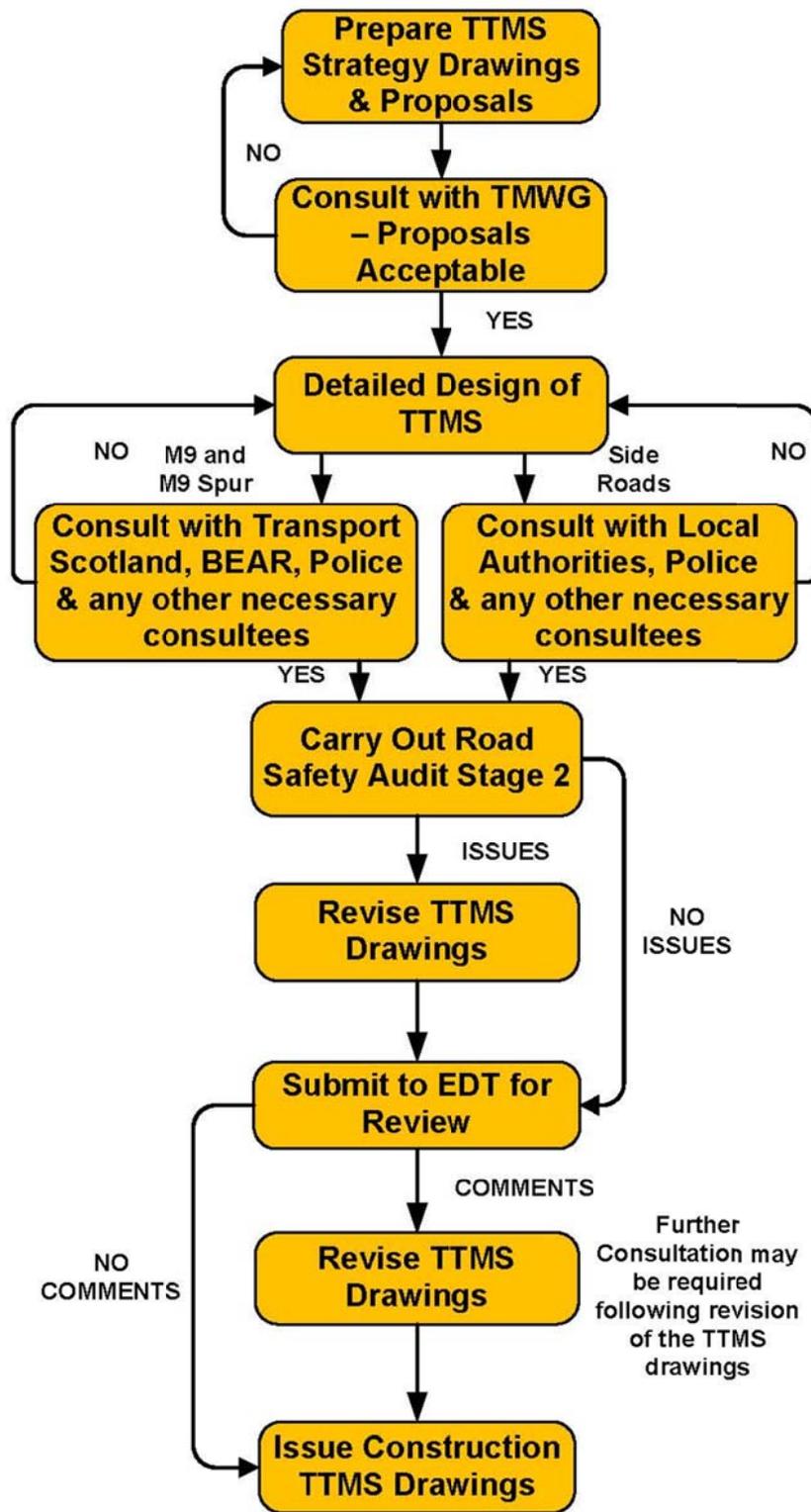


Figure 1 Flowchart Showing the Structure and Hierarchy of Documents

2.0 MEASURES TO PROVIDE FOR THE SAFETY OF TRAFFIC, THE PUBLIC AND CONSTRUCTION STAFF DURING TRAFFIC MANAGEMENT WORKS AND TEMPORARY TRAFFIC CONTROL MEASURES

SRB Civil Engineering are committed to the ensuring the safety of traffic, the public and construction staff at all time. To ensure that this commitment is met, all Traffic Management Works and Traffic Control Measures will be planned, implemented and monitored by competent staff. All planning, implementing and monitoring of these works will be carried out in consultation with the Traffic Management Working Group, the Highway Authorities and the Police.

The following flow chart describes the process of design and approval of the Detailed Temporary Traffic Management schemes (TTMS) for the project.



The possible requirement for Micro-simulation to be included in the process as required.

Figure 2 Flowchart of Detailed Design of TTMS

The detailed design traffic management drawings will address all issues in relation to the safety of traffic, the public and construction staff for that particular Stage of TTMS. Detailed traffic management plans for each stage will follow the format in Appendix B.

The following table lists the various Stages of TTMS for the project and the anticipated programme for the implementation.

Route Number	Traffic Management Stage	Description	Start Date	End Date
B800	Stage 1	Traffic Lights for one line of traffic for site access (off peak only – intermittent use)	7 Nov. 2011	19 Sept. 2013
B9080	Stage 1	Access to Site Compound	31 Aug. 2011	19 Sept. 2013
B9080	Stage 2	Traffic Lights for one line of traffic – diversion of Services (off peak only – intermittent use)	7 Nov. 2011	31 Jan. 2012
B9080	Stage 3	Weekend closure (Beam installation)	TBC	TBC
Overton Road	Stage 1	Site Accesses (No restriction to traffic)	1 Sept. 2011	19 Sept. 2013
Overton Road	Stage 2	Traffic Lights for one line of traffic – diversion of Services (intermittent use)	7 Nov. 2011	19 Sept. 2013
Overton Road	Stage 3	Road closure	9 Jan. 2012	19 March 2012
M9 Spur Northbound	Stage 1	Closure of H/S and Lane 1	3 Nov. 2011	April 2012
M9 Spur Southbound	Stage 1	Closure of H/S and Lane 1	3 Nov. 2011	April 2012
M9 Spur Northbound	Stage 2	Lateral Movement of one line of traffic	TBC	TBC
M9 Spur Southbound	Stage 2	Lateral Movement of one line of traffic	TBC	TBC
M9 Spur	Stage 3	Contraflow for Construction Works (Northbound closed)	TBC	TBC
M9 Spur	Stage 4	Contraflow for Construction Works (Southbound closed)	TBC	TBC
M9 Eastbound	Stage 1	Closure of H/S	TBC	TBC
M9	Stage 1	Closure of H/S	TBC	TBC

Westbound				
M9 Eastbound and Westbound	Stage 2	Closure of Lane 2, Hard Shoulder Running	TBC	TBC
M9	Stage 3	Weekend Contraflow for Surfacing Works (Eastbound closed)	TBC	TBC
M9	Stage 4	Weekend Contraflow for Surfacing Works (Westbound closed)	TBC	TBC
M9 Slip roads	Stage 1	Surfacing to existing slip roads	TBC	TBC
M9	Stage 5	Painting to existing M9 Overbridge	TBC	TBC

2.1 Traffic Management Working Group (TMWG)

SRB Civil Engineering Limited will join the TMWG to advise and seek a consensus from the members of the group as to future traffic management proposals.

Regular Traffic Management programmes will be provided to the TMWG in accordance with Appendix 1/17.

All traffic management plans will be developed with detailed drawings showing the layout and extent of the traffic management required for each stage. These drawings will be presented to the TMWG as showing in Figure 2.

2.2 Recovery Vehicles

A heavy recovery vehicle and a light recovery vehicle in accordance with Appendix 1/20 and clause 120 of the specification shall be provided, located in the site compound or at a location agreed with the TMWG, when required. These recovery vehicles shall be inspected daily. The daily check sheet is shown in Appendix D. .

Record forms logging any assistance given by the recovery vehicle and its operatives (see form in appendix 2) shall be submitted weekly to the Employer.

A leaflet will be given by Recovery Vehicle Operatives to the drivers of all broken-down or accident damaged motor vehicles. A copy of this leaflet is listed in Appendix D.

2.3 Traffic Safety and Control Officer

A suitably experienced and qualified Traffic Safety and Control Officer (“TSCO”) and nominated deputies shall be appointed as necessary in accordance with Specification Sub-Clause 117.19. The TSCO shall be responsible for all traffic safety and control during the construction of the Works and shall liaise with the relevant authorities as required. The responsibilities of the TSCO and of his nominated deputies shall include, without limitation, the following matters:

- (a) monitoring, with the assistance of sufficient mobile personnel and of sufficient other suitable and appropriate aids, the flow of traffic within the

area and within the period defined for the operation of the vehicle recovery service;

- (b) ensuring that, within 5 minutes of notification of the occurrence of an incident, as defined below, resulting in stationary vehicle(s) on a road open to the public, the incident is reported to the vehicle recovery service;
- (c) recording and logging all incidents and all movements of recovery vehicles and, when called, all movements of the emergency services. For the purposes of this Appendix, an “incident” is defined as a shed load, vehicle breakdown, vehicle abandonment or traffic accident, whether or not the latter involves personal injury;
- (d) liaising with Traffic Scotland on matters that affect traffic flow;
- (e) all traffic management measures associated with the Works;
- (f) ensuring that all equipment is in place and in full working order at all times;
- (g) enforcement of all relevant Health and Safety directives, relating to operations and live traffic;
- (h) enforcement of site access requirements;
- (i) liaison with the Employer, the TMWG and any relevant authority and continued monitoring of the traffic management measures adopted; and
- (j) arranging for watchmen and other staff so that the Site is patrolled and inspected at all times and equipment attended to and maintained. In the event of an accident, replacement signs, cones, bollards and lights and the like shall be erected without delay.

The TSCO and his deputies shall be listed in each Traffic Management Method Statement.

3.0 PROCEDURES TO BE FOLLOWED FOR THE TEMPORARY OR PERMANENT CLOSURE OF DIVERSION ROADS OR ACCESSES

3.1 Temporary Traffic Regulation Orders (TTRO)

TTROs are required for the following Traffic Management activities;

Temporary Road Closure

Temporary Road Diversion

Temporary Speed Limit

Temporary Ban of Turning movements

Contra-flow Working

Hard Shoulder running

The following is the procedure for putting in place any necessary TTRO;

- Consult with the Relevant Road Authority and Police in relation to the proposed order
- Prepared Draft Application, Order, Press notice and Method Statement.
- Submit Draft Documents to the Employer under the Review Procedure
- Incorporate any comments from the Employer and submit to the Roads Authority

3.2 Permanent Closure or Diversion of Roads

There are no permanent closures and diversions associated with the M9 Junction 1a project.

3.3 Temporary Closure or Diversion of Roads

Any proposed temporary closure or diversions of road will be discussed with the relevant highways authority (e.g. Transport Scotland, City of Edinburgh Council etc.) and the Police. When the temporary closure or diversion is agreed with the relevant authorities, any necessary TTROs will progressed in accordance with 3.1 above. All proposals will be presented to the TMWG to ensure they do not have any objections to the proposals. All necessary drawings, method statements etc. required for these temporary closures or diversions will be prepared in accordance with this TMP.

3.4 Temporary Lighting of Traffic Management Schemes

Where required by Chapter 8 of the Traffic Signs Manual or following consultation with the relevant consultees, temporary lighting of traffic management schemes may be required. This temporary lighting will be installed in accordance with the recommendations of the consultees and in accordance with Chapter 8 of the Traffic Signs Manual. The proposals for temporary lighting will be prepared and discussed as part of a temporary traffic management scheme and follow the same process as described in Figure 2 – “Flowchart of Detailed Design of TTMS”.

4.0 PROCEDURES TO BE FOLLOWED TO OBTAIN CONSENT TO WORK ON OR OVER RAILWAYS

At present there is no requirement to execute works on or over railways. However, should there be a requirement to execute works on or over railways, the requirements of Part 10I of the Schedule to the Conditions of Contract will be adhered to.

5.0 PEDESTRIAN, EQUESTRIAN AND CYCLISTS ROUTES

There are no dedicated pedestrian, equestrian or cyclist routes impacted by the M9 Junction 1a scheme. There is however a pedestrian footway along the B9080 that will be kept open to pedestrians at all times. However, associated with the construction of the Proposed Newmains structure, there may be a requirement to close the B9080 route to traffic to facilitate the installation of bridge beams. If required, this closure will be carried out over a weekend to minimise disruption. The pedestrian footway would need to be closed for the duration of the road closure to protect the health and safety of pedestrians.

6.0 MAINTAINING BUS ROUTES AND PRIVATE ACCESSES

Bus routes and private accesses will be maintained at all times. There may be requirements to close side roads and the M9 for limited durations. All bus companies will be informed about these agreed closures to allow them make alternative arrangements. It is not envisages to close any private access at present.

7.0 MEASURES TO BE IMPLEMENTED TO REDUCE CONSTRUCTION TRAFFIC IMPACTS OR IMPACTS ASSOCIATED WITH OVER-PARKING ON RESIDENTIAL STREETS

Drawing “Traffic Management Delivery Route Options Sheet 1 of 1”, numbered 17867/H/CO/003 Rev. C is contained in Appendix 1. This drawing lists the proposed

temporary access points to the site to facilitate the construction of the project. It also shows the permitted access routes to the site. No parking will be permitted by any personnel involved in the M9 Junction 1a project. Parking will be provided for personnel at the main site compound. If any additional parking is required, then parking areas will be constructed within the site, adjacent to a site access point to eliminate on street parking.

8.0 TEMPORARY AND PERMANENT ACCESS TO THE WORKS

The current proposal for site access points is shown on drawing numbered 17867/H/CO/003, Rev. C. (Copy in Appendix C). Further access points will be required from the motorway during subsequent traffic management phases. These access points will be shown on the detailed design traffic management drawings and agreed with the TMWG and the relevant authorities.

All access and egress points to the site will be kept clear at all times, and all access points and adjacent roads shall be kept clean and clear of all mud and dirt.

All plant crossings of public roads shall be traffic signal controlled in accordance with the requirements of Chapter 8 of the traffic signs manual and be authorised by the relevant authorities. These plant crossings shall be kept in a safe and good condition as the adjacent road surface.

9.0 PERMITTED ACCESS ROUTES FOR CONSTRUCTION TRAFFIC

Permitted access routes to and from the site will be in accordance with Appendix 1/19. In particular the prohibited access routes will not be used for any vehicle over 3 tonnes unladen weight as described in the appendix. A drawing showing the permitted access routes to the site is shown in Appendix C. This drawing will be distributed to all suppliers and sub-contractors for the project and these access routes will also be part of the site induction for delivery drivers to the site.

10.0 MONITORING REQUIREMENTS IN RELATION TO THE PLAN

The TSCO shall be responsible for all monitoring of temporary traffic management schemes.

The TSCO shall liaise with Traffic Scotland as required and shall inform the Traffic Scotland Control Centre ("**TSCC**"), AA Roadwatch, RAC, Radio Scotland, local radio and the local press at least two weeks in advance of any planned major changes to the traffic management layouts, including any plans to reduce the number of lanes.

Method statements for traffic management shall include procedures to inform the motoring public of delays and queues on the approaches to and within the Site.

The following organisations shall also be informed about the occurrence of delays and queues together with any extraneous reasons for delay:

TSCC;

AA Roadwatch;

Radio Scotland;

Local Radio Networks;

Traffic Link; and

any other organisations as specified by the Employer.

Records of all TTMS and road traffic accidents within the Site shall be kept for a period of five years.

A copy of the record for each monthly period shall be forwarded monthly to the Employer.

In the event of a traffic accident occurring in or adjacent to the Site, the TSCO shall immediately contact the emergency services as appropriate and the Employer informing them of the following:

- (a) the location of the accident;
- (b) the seriousness of the accident and whether any persons are trapped;
- (c) whether the incident involves vehicles carrying inflammable, corrosive or hazardous substances; and
- (d) whether there is a possibility of ignition from leaking fuel or chemicals.

Attendance at accidents shall be in accordance with the requirements for recovery set out in Appendix 1/20 to the Specification.

Within the Site or a TTMS, any debris shall be removed from the road and the road surface restored to a serviceable condition and any interim repairs or reinstatement carried out that is required to reinstate the traffic control to its original layout. In any event complete reinstatement shall be made within 24 hours of the accident.

Sufficient personnel and a sufficient stock of spare signs and cones etc. will be available at all times to make good damage to any traffic control layout.

11.0 PROCEDURES TO FACILITATE THE MOVEMENT OF EMERGENCY SERVICES THROUGH ANY TTMS, INCLUDING THE IDENTIFICATION OF SUITABLE SITES FOR THE TRTRANSFER OF PATIENTS FROM AMBULANCE TO HELICOPTER

Regular consultation will be held with the emergency services through the TMWG. Before any TTMS is implemented all emergency services will be informed about the details and programme for these TTMS works. A contact telephone list for the TCSO, deputy TSCO and site management personnel will be prepared and distributed to the emergency services as part of each TTMS.

The majority of the TTMS schemes facilitate the movement of at least one line of traffic in all directions, with expected delays no greater than currently on the road network. If any accident occurs, recovery vehicles are located at the site compound and will clear any incident as soon as possible. If any incident occurs that impacts on journey times, all emergency services will be notified immediately by the TSCO. It may be possible to provide an alternative route through the site for an emergency vehicle. Where this is possible the TSCO can, in co-ordination with the emergency services make this route available for the emergency vehicle.

The location of any suitable site for transfer of patients from ambulance to helicopter will be identified at the detailed design of each stage of traffic management.

Appendix A

Forth Replacement Crossing

DMRB Stage 3 Environmental Statement

Chapter 23: Schedule of Environmental Commitments

Mitigation Item	Approximate chainage/location	Timing of Measure	Description
Pedestrians, Cyclists, Equestrians and Community Effects			
DC27	Throughout scheme	Pre-construction/ Construction	The construction works will be programmed in such a manner to reduce the length of closures and access restrictions as far as practicable. Any diversion routes must be safe for NMUs and be DDA compliant.
DC28	Throughout scheme	Pre-construction/ Construction	The construction site will be fenced and access by non-authorised personnel will not be permitted.
DC29	Throughout scheme	Construction	Temporary diversion routes will be provided to maintain access for NMUs throughout the works, and any closure or re-routing of routes used by pedestrians and others will be agreed in advance with the local authorities and in consultation with Sustrans where applicable (i.e. for NCR 1 and 76).
DC30	Throughout scheme	Construction	Where necessary, bus stops will be relocated safely with a safe access route provided for NMUs.
DC31	Throughout scheme	Construction	Best practicable means will be employed to avoid the creation of statutory nuisance associated with noise, dust and air pollution (refer to mitigation measures DC13-24).
DC32	Throughout scheme	Construction	Reasonable precautions will be undertaken to reduce the visual impact of the construction works where practicable (refer to mitigation measures DC9-12).
Vehicle Travellers			
DC33	Throughout scheme	Pre-construction/ Construction	Reasonable precautions will be undertaken to avoid/reduce disruption to the road traffic, including consideration of the timing of works vehicles using public roads and delivery/removal of site materials.
DC34	Throughout scheme	Construction	Reasonable precautions will be undertaken to reduce the amount of imported/exported material required.
DC35	Throughout scheme	Construction	Reasonable precautions will be undertaken to avoid/reduce road closures. No lane closures of the A90/M90 or M9 are to be permitted during peak hours except in exceptional circumstances that are approved by Transport Scotland.
DC36	Throughout scheme	Construction	Temporary traffic management schemes will take reasonable precautions to reduce disruption and delays.
DC37	Throughout scheme	Construction	Road diversions will be clearly indicated with road markings and signage as appropriate. Closures will be notified in advance and signage provided.
DC38	Throughout scheme	Construction	Appropriate lighting will be provided during night-time working.

Appendix B

**M9 Junction 1a
Traffic Management Plan**

Route: _____ Phase _____

TTMS Duration From: _____ to _____

Measures to provide for the safety of traffic, the public and construction staff during traffic management works and temporary traffic control measures
See drawings xxx showing layouts for proposed TM
Procedures to be followed for the temporary or permanent closure of diversion roads or accesses
Temporary Traffic Restrictions Orders (TTROs) – In place
Procedures To Be Followed To Obtain Consent To Work On Or Over Railways
Pedestrian, Equestrian And Cyclists Routes
Maintaining Bus Routes And Private Accesses
Measures To Be Implemented To Reduce Construction Traffic Impacts Or Impacts Associated With Over-Parking On Residential Streets
See section 6.0 of the Overall Traffic Management Plan
Temporary And Permanent Access To The Works

Drawing "Traffic Management Delivery Route Options Sheet 1 of 1", numbered 17867/H/CO/003 Rev. C shows the temporary and permanent accesses to the works.
Permitted Access Routes For Construction Traffic
Drawing "Traffic Management Delivery Route Options Sheet 1 of 1", numbered 17867/H/CO/003 Rev. C shows the permitted Access Routes for Construction Traffic.
Monitoring Requirements In Relation To The Plan
Procedures To Facilitate The Movement Of Emergency Services Through Any Ttms, Including The Identification Of Suitable Sites For The Transfer Of Patients From Ambulance To Helicopter
See drawing

Prepared by _____

Date: _____

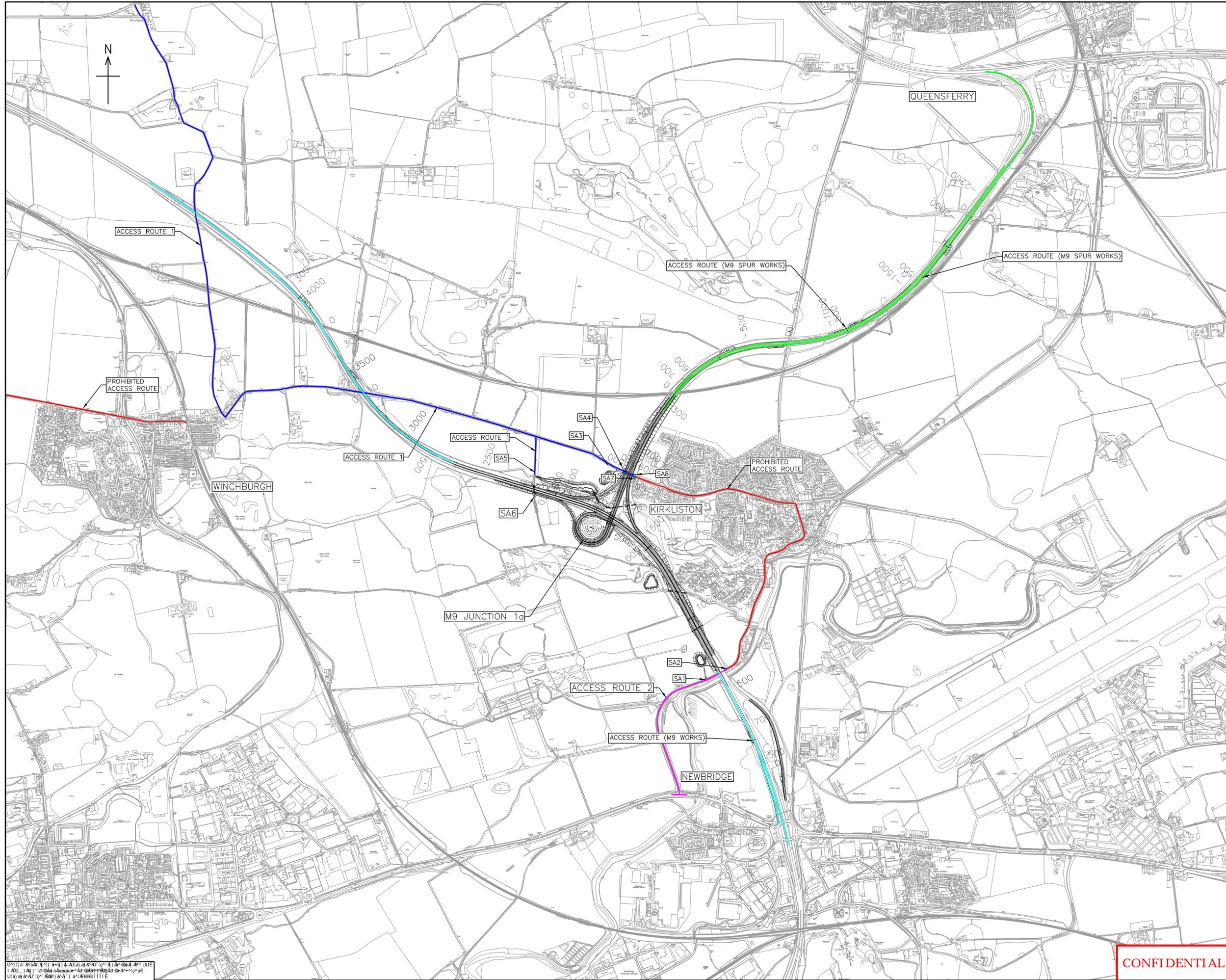
Contact List

Roads Authority – West Lothian\City of Edinburgh\BEAR –

Police –

SRB Civil Engineering –
 Site Agent
 TSCO

Appendix C



- NOTES**
1. This drawing should be read in relation to subject of the Title. Other information shown on drawing is to be considered indicative only. Reference should be made to appropriate drawing series for other information.
 2. Site Access Points are identified as SA
 3. Access Routes are identified as below
 4. Access Routes will be picked to suit the operation being undertaken. All Pavement materials will be delivered via the M9 / M9 Spur.

- Prohibited Access Routes as identified in Appendix 1/17
- Access Route 1
- Access Route M9
- Access Route M9 Spur

C	SOB	RCN	ADL	14.07.11	PLANNING SUBMISSION
	JAC	RCN	ADL	04.05.11	TENDER SUBMISSION
B	SLS	RCN	ADL	18.03.11	ISSUED FOR OP SUBMISSION
A	SOB	PMC	ADL	28.01.11	ISSUED FOR DPM4

Rev. Drawn, Checked, Approved, Date

Client

An agency of The Scottish Government

Project
**FORTH REPLACEMENT CROSSING
 M9 JUNCTION 1A**

Drawing Title
**TRAFFIC MANAGEMENT
 DELIVERY ROUTE OPTIONS
 SHEET 1 OF 1**

Participant

Independent Checker

Scale (at A1)	Date	Drawn
1:10000	FEB.2011	SOB

Drw. no.	Rev.
17867/H/CO/003	C

CONFIDENTIAL

Appendix D

SHEET 2: FORM FOR 'RECOVERY VEHICLE DAILY CHECK SHEET'

RECOVERY VEHICLE DAILY CHECK SHEET

Week Commencing:

Driver's Name:	Vehicle Type / Registration Number:	Mileage:
-----------------------	--	-----------------

Driver to initial against check list below:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
OIL LEVEL							
WATER							
ENGINE							
CLEANLINESS- interior							
CLEANLINESS- exterior							
WIPER/WASHERS							
TYRES							
LIGHTS							

Driver's Report (detail any problems):
Action Taken (to solve above problems):

Date:	Supervisor's Signature:
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COMPLETED SHEET TO BE RETURNED TO EMPLOYER EACH WEEK

SHEET 4 (Continued)

VEHICLE RECOVERY LOGSHEET (2 of 2) Forth Replacement Crossing: M9 Junction 1a			Recovery Vehicle:	Week Ending:...../...../.....	Sheet Number:.....	
Date and Time	Type of Vehicle	Registration Number.	Name and Address of Driver or Firm	Location of Breakdown	Nature of Breakdown	Recovery Operator's Name

Forth Replacement Crossing: M9 Junction 1a

Vehicle Recovery Service

Explanatory Leaflet authorised by Transport Scotland for issue to drivers of broken-down and accident-damaged motor vehicles within the above works.

Break down removal services are provided free of charge for any vehicles broken down along the extent of the roadworks. The road works extent where this service is provided is defined as the area commencing at the 'Roadworks Ahead – 3 miles' sign and ending at the 'Roadworks End' sign.

If you break down within the extent of the roadworks, we will :

- recover your vehicle from the roadworks; and
- move your vehicle to a safe location on the local road network, unless otherwise directed by the Police.

Thereafter, it will be at your discretion to arrange for any further assistance or removal of your vehicle to a garage.

The operators of this free recovery service within the extents of the road works cannot make any further arrangements.

Some useful contact numbers are listed alphabetically below:

AA	0800 887 766
Greenflag	0800 051 0636
Local garage (Frank Mc Mullan)	0131 333 5320
RAC	0800 197 7815

Assistance will also be given by telephoning (**breakdown Service Number to be inserted here**).

If you use a motorway emergency telephone, the police will assist.

This leaflet is being provided to you by the recovery vehicle operative from the appointed recovery company, on behalf of Transport Scotland.