

Scott Wilson Scotland: A History

Volume 8

The ScottLight Years 2000-2004

Transcribed and edited from 'ScottLight 268-476'

JP McCafferty

SCOTT
LIGHT



Issue 268 Week ending: 3 November 2000

Significant or notable projects, people and events are highlighted as follows for ease of reference:-

Projects/Disciplines People Issue/Date Actions

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Background

Scott Wilson, through all its various name changes, published the following in-house magazines and newsletters containing, among other things and in varying degrees over the years, news and information about people, projects, events, corporate issues, births, marriages and deaths:-

Pontifact 1-36 [Christmas 1960-Summer 1977] [printed]

SWKP / SWK Today 1-54 [Nov 1972-Oct 1995] [printed]

SWK News / ScottLight 1-476 [July 1995-Dec 2004] [printed]

Exchange [July 2004-Spring 2010] [printed]

Communiqué [June 2005-Dec 2005] [electronic] [Scotland & Ireland]

Benchmark 1-6 [Dec 2006-July 2009] [electronic] [Scotland & Ireland]

Interchange 1-251 [Jan 2005-Dec 2009] [electronic]

SW1 1-19 [Dec 2009-Sept 2010] [electronic] [Global]

ScottLight

Articles from ScottLight [Nov 2000-Dec 2004] relevant to the history of Scott Wilson in Scotland are recorded below. These form a history of the events that staff or management chose to submit for publication and are not, therefore, a complete history of events but, rather, snippets of information that provide a flavour of events at the time and give clues as to what might be found elsewhere in papers, job description sheets and other records.

Articles from ScottLight [July 1995-Nov 2000] relevant to the history of Scott Wilson in Scotland are recorded in Doc12.53A

Significant or notable projects, people and events are highlighted as follows for ease of reference:-

Projects/Disciplines **People** **Issue/Date** **Actions**

Scans of Scottlight pages of interest to Scotland are included in Doc12.58 Newsletters.

J P McCafferty [Remove Lines P39, 46, 52]

ScottLight 268 – 3 Nov 2000

Change of Roles: Hugh Blackwood to be Chief Executive, Railways [French; Nielsen]

From Geoff French [SWHL]

With effect from 1st November 2000 Hugh Blackwood is to become the Chief Executive, Railways. This will emphasise his role in delivering the Business Plans for both Railways and Railways Scotland.

The title of Chief Executive is considered to better reflect the role filled by all the leaders of the Operating Units.

Martin Nielsen will be spending more of his time on Marketing and Business Development.

Approximately 50% of his efforts will be on behalf of Railways (especially in London and the South East) with the remainder on behalf of all of the Holdings Group as Group Marketing and Business Development Director.

Hugh will be dividing his time between Glasgow and Swindon while Martin will be partly in Swindon and partly in London.

Fife Schools PPP Robert Clegg [Napier]

SWSL have been appointed as Funders' Technical Advisers by the preferred bidder for a Public Private Partnership project to build three new schools in Fife. Our Client, Newcourt Capital, is financial adviser and principal funder in a consortium led by contractor Sir Robert McAlpine. Sodexho, the third member of the partnership, are providing facilities management expertise.

The project, for Fife Council, will provide two new-build secondary schools to replace the existing Queen Anne

School in Dunfermline and Beath School in Cowdenbeath. Both schools have outgrown their present accommodation and their facilities are no longer considered adequate for modern educational requirements. The third school is a primary school in the village of Anstruther, where the existing Victorian building is becoming increasingly difficult to maintain. In each case the new buildings are to be located on school playing fields which will then be reprovided. Once the new schools are built, the consortium will be responsible for operating and maintaining the buildings for a period of 25 years.

Our role is to undertake a "due diligence" review of the consortium's technical proposals and cost plans, and provide Newcourt Capital with an Appraisal Report prior to the finalising of the financial agreement between the consortium and the council, which is anticipated by the end of December 2000. We shall then continue to provide the funders with an overview of the project during the construction phase which is due for completion in July 2002.

SWSL Edinburgh are managing the project and undertaking civil / structural appraisals, while SWKCL are providing architectural, facilities management and planning/environmental input, with sub-consultants Keillor Laurie Martin (QS) and Blackwood Partnership (M&E) as the other members of the team.

Project Director is Alistair Napier and Project Manager is Robert Clegg. Fee Scale C.

ScottLight 269 – 10 Nov 2000

Safety on Lane Rental Schemes Chic Walker

John Alberts' 'Idea of the Week' (see issue 268) promulgates the concept of installing speed cameras on lane rental schemes as a means of enhancing safety. As the Engineer's Representative on the Edinburgh City Bypass (phase 2), I can support this view as on this project there was a contractual obligation to have speed cameras monitoring one carriageway and a temporary crossover. Phase 2 consists of 2.2km dual carriageway upgrade with new hard shoulder widening. The road has a daily through-put of 70,000 vehicles signed down from 70mph to 40mph and 30mph at the crossover. The seven-month project has had a multiplicity of temporary traffic management schemes with day and night lane rentals being utilised throughout by the contractor. The pole mounted camera equipment, the associated target markings, the flash effect and the 'temporary' camera signs all contribute to inhibiting those tempted to speed. To date on this the last week of the job, there have only been a few minor traffic interface incidents thanks in part to the Police issuing speeding summons (1,946 offences raising some £77,840 for the exchequer).

Safety concerns primarily prompted by an earlier phase 1 fatality, also led to the contractual imposition of a 1.2m safety delineation barrier between running traffic and site operatives. Dismantling, moving and re-erection of this 2.2k (and sometimes 4.4k) barrier within rental constraints, imposed considerable co-ordination input on the contractor. With safety uppermost in everyone's mind, maintaining the 1.2m zone has been a continual area of focus. The lesson learned from this is that the barrier's make-up, stability and handling facilities should be clearly specified. Accidents of whatever nature invariably consist of an unfortunate series of coincidences. Safety on busy, high speed roads must minimise these coincidences and is something a roads authority client should recognise. I therefore very much support John Alberts' suggestion and would let Scott Light readers know that the Roads Directorate here in Scotland intend using the camera equipment on other jobs.

PS: John - I look forward to my share of the prize money should the Committee deem your idea worthy of reward !

ScottLight 270-17 Nov 2000

Starters [Mitchell, McKenna, Graham, Jones]

A warm welcome to:-

Ross Mitchell – Graduate, SWSL Edinburgh Office

Phillip McKenna - Assistant Engineer, Glasgow Office

Kenyon Graham - Senior Engineer , Glasgow Office

Tony Jones - Senior Engineer - Glasgow Office – although Tony has been with us for some time working from an agency he became a permanent member of our staff on 1st November.

ScottLight 273-8 Dec 2000

The M6 DBFO Awards Collection Tom Bryson

In a ceremony held in Glasgow's Royal Concert Hall on 28 November, Scott Wilson have again featured prominently in the Saltire Society's annual awards for civil engineering. Formed in 1936, the Saltire Society seeks to preserve all that is best in Scottish tradition and to encourage every new development which can strengthen and enrich the country's life. Each year the Society, sponsored by the Institution of Civil Engineers, the Association of Consulting Engineers and the Civil Engineering Contractors Association among others, presents an Award and Commendations for civil engineering in five categories – Project, Design, Construction, Conservation and Environment.

Scott Wilson Scotland are therefore delighted to have played a significant role in the M6 DBFO project team which was presented with two **Commendations** by ICE President Joseph Dwyer, in the **Project** and **Environment** categories, at the ceremony in Glasgow.

For those who may not have been paying close attention in recent years, the M6 DBFO Project commenced in mid 1997, following the Scottish Office (now Executive) award of a 30 year concession to Autolink Concessionaires (M6) plc for the Operation and Maintenance of 90km of the A74(M) motorway between Glasgow and Carlisle. However, before Autolink's income from shadow tolling could be fully realised, there was the small matter of constructing the motorway from Paddy's Rickle Bridge to Cleuchbrae, a length of some 29km ! This new section, valued at some £100m, was completed ahead of programme late last year.

Scott Wilson Scotland have continued their long association with this particular motorway by acting as Agents for the Scottish Executive on the DBFO Project. This followed the Glasgow office's initial development of the scheme (when more traditional procurement was intended), and their subsequent preparation of the DBFO documentation.

The project's Saltire success has added to an ever-increasing collection of awards and commendations. At the recent **BCI Awards** ceremony in the London Hilton, Scott Wilson were again in attendance with the team to receive a **High Commendation** in the **Major Project** category. Beaten only by a large tent in London, the M6DBFO project finished proudly ahead of projects such as the Cardiff Bay Barrage, the Millennium Stadium, Jubilee Line Extension, the London Eye and the British Embassy in Moscow. These awards all follow the project's receipt of the rarely presented **Brunel Medal** from ICE in 1999 for "**excellence in civil engineering**" and in the same year, the **PFI Award** for the "**Transport**"

category. During the course of construction, a member of the Contractor's staff also received the accolade "IT Manager of the Year", very much a recognition of the IT system and the team capabilities on this DBFO Project, and we may not be finished yet. Watch this space!

ScottLight 275-Dec 2000

Congratulations! [Ritchie; Riach; Rey]

Congratulations to **Denise Ritchie** and **David Riach**, both based in the Glasgow Office, for passing the ICE examination In Civil Engineering Law and Contract Procedure.

Congratulations to **Nick Rey** of the Glasgow Office for winning a prize from Readymix Concrete for his dissertation on "The Bleeding Characteristics of GGBS Concrete" which resulted in the publication of a paper in the technical press.

Goodbye to Donna Lawrie, who leaves the Edinburgh office to work with the fundraising arm of Save the Children. Donna has been a great asset to the office, and will be sorely missed. We all wish her well, and want to thank her for her hard work and patience.

Vacancies in Roads and Transportation, Glasgow [Hunter; Frew]

Principal Engineers (4.1), Senior Engineers (3.2) and Engineers (3.1) – Glasgow(S)

The Road Section in Glasgow, due to an ever-expanding workload has vacancies for Principal Engineers, Senior Engineers and Engineers.

The jobs will involve the management, design and procurement of road and infrastructure related schemes both

as Contractor's Designer (in Design & Build schemes) and Client's Agent.

The schemes are for a variety of clients in Scotland, Northern England, Northern Ireland and Eire.

Candidates should be self-motivated, flexible and ambitious.

Interested candidates should contact **Ronnie Hunter** or **Alan Frew** at the Glasgow office.

Senior Transport Planner/Engineer (3.1) – Glasgow [Hunter; Bissland]

The Traffic and Transportation Department in Glasgow require a Chartered Planner/Engineer with at least five years practical and relevant experience in traffic studies and transport planning who can demonstrate sound technical experience, good communications skills and work within existing teams. Experience in computer modelling, demand forecasting, traffic and economic evaluations and transport impact assessment is essential.

Interested candidates should contact **Ronnie Hunter** or **Russell Bissland**, at the Glasgow office.

ScottLight 276-5 Jan 2001

Recognition of Excellence A9 Millennium Cycle Network David Webster

We recently received a copy of a letter sent to the **Scottish Executive regarding the A9 Millennium Cycle Network.**

The letter was written by John Grimshaw, Director of Sustrans and says:

On Tuesday last I had the opportunity of looking at and cycling most of the A9 Cycle Route. I feel that I must write to you to say how well this has been done and what a very considerable achievement you have pieced together. Not only the A9 Routes but the magnificent path beside the A86 linking Newtonmore with Kingussie will stand as some of the most significant works on the whole of the National Cycle Network. Thank you very much for your support.

It is nice to know that our efforts are recognised at the highest level.

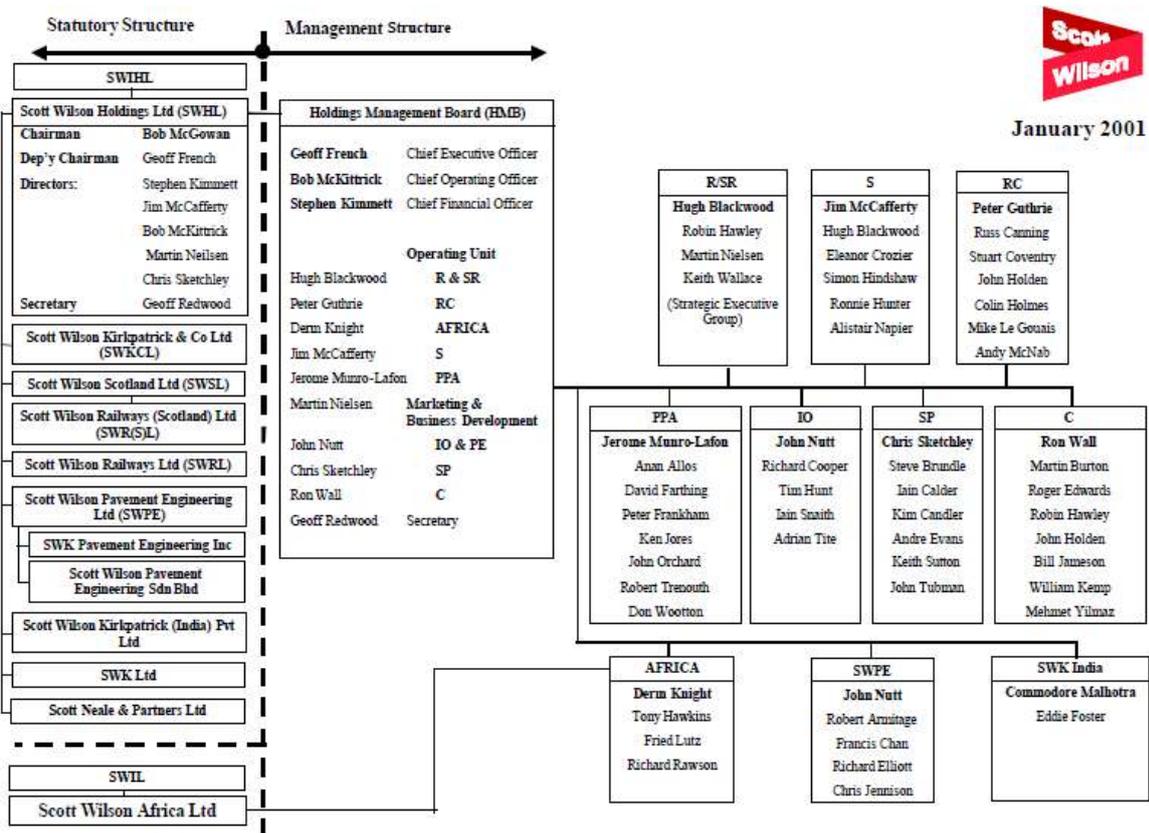
Congratulations to all involved, in particular Stuart Eide, Lyn Clark, Stewart Gordon and Michael MacLean.

Scott Light 277-12Jan 2001

Starters [Wright; Rowcroft]

A warm welcome to:- **David Wright** who joins the Edinburgh Office as Principal Engineer responsible for water projects and market development in the Water sector in Scotland. David returns to SWSL after leaving in 1995 to work in Sydney Australia for Consultant Webb McKeown; and the following, who joined on 8th January: **Petrina Rowcroft** – Edinburgh.

Statutory and Management Structures: SWHL: January 2001



ScottLight 278-19 Jan 2001

A1 Multi-Modal Study David Webster [Hindshaw]

Scott Wilson, together with Arup, has been appointed by Government Office North East to undertake the A1 North of Newcastle, Multi-modal Study. This is the third successful such venture for the Scott Wilson - Arup team, following on from the Midlands and Tyneside appointments. The study has commenced and is due to report by the end of 2001. While the project has a wide ranging remit, the focus of attention of the work will be on the poor safety record of the A1, level of service problems on that road together with the capacity constraints on the East Coast Main Line.

It is worth noting that this appointment means that Scott Wilson currently has a crucial role to play on both trunk road routes connecting Scotland and England, the A1 and the M6. (M6 Extension Carlisle to Guardsmill on behalf of Highways Agency) - confirming our position as key players in the UK transport industry. Project Director - **Simon Hindshaw**, Project Manager **David Webster** (Fee Scale C)

William Hamilton Holmes: 40 years with Scott Wilson: 16 Jan 1961 – 2001. Jim McCafferty

I first met Billy Holmes when he returned to Glasgow office in 1971. I was learning to be a roads engineer, having served my term as a bridges man with **Brian McKenna, Bob McGowan** and others. **Bob McKittrick** was there too. Billy arrived in a Land Rover trailing an enterprise dinghy, both of which he had somehow acquired from the M6 Site Staff at Kendal. They were never returned!

Billy and I became the best of pals and shared many exciting exploits which I see from his attached 'Staggering Tales' that he has diplomatically excluded. One tale of Billy, who was a bit of a party animal before he married Marjory, was that one morning he failed to turn up at the office and couldn't be contacted by phone. A search party was sent to his flat but there was no sign of Billy amidst his Bachelor Pad debris. Later a second search party was sent back. This time they followed the noise of quiet snoring and located Billy warmly wrapped up in a sort of cocoon of bedclothes dangling out of sight having slipped down a 6 inch gap between the bed and the wall.

Best Wishes to Billy from all in Scotland, and elsewhere I'm sure. We'll have a bit of a party when he gets back to work following an operation on his shoulder.



*Billy Holmes (to the rear)
with the giant calculator
at 6 Park Circus, Glasgow, 1964*



*Billy Holmes - after he'd been to
London in the swinging 60's*

A Brief Reflection On 40 Years At Scott Wilson Billy Holmes [McCafferty; Hodgen; Cullen; Ijaiya; Moncrieff; Swift; French; Rakusen; Denton-Cox; Hackney; Margesson; Cooper; Munro-Lafon; Blackwood; Glasgow; London; Lagos Baghdad; Abuja; Jerusalem etc]

Last Friday (12th) I got a call from **Jim McCafferty** reminding me that on 16th January I will have worked for Scott Wilson for 40 years. He asked if I could write a short piece on some of the events during this period that had stuck in my mind, particularly anything amusing. I agreed. He then advised me that the piece would need to be completed and sent to ScottLight by Tuesday at the latest. I have therefore cobbled together a brief resume of the thoughts that come to mind.

On Wednesday 11th January 1961, I received a letter from Scott & Wilson Kirkpatrick & Partners, Consulting Civil and Structural Engineers offering me a position with the firm. The principal conditions were:

A 5-day week, 9am to 5.30pm;

Lunch break of 1-hour;

Wages of £7 per week;

Overtime to be paid at straight time. I was advised that the situation would not be regarded as a permanent one!! The office was in a nice cul-de-sac called **Park Gardens** overlooking Kelvingrove Park, the firm having moved from a tenement at **252 High Street**, a rather less salubrious area the month before.

The principal staff members were **Roy Hodgen**, the boss, and **John Cullen** and I discovered that the work involved Transportation Planning. I didn't have a clue what that was. Roy was very absent minded. He once put his suit in a cleaners, lost the ticket and couldn't remember which cleaner. I don't think he ever found it. John was not quite so bad, although he did tend to wear different socks on occasion.

My first major involvement was helping to organise an O-D Survey in **Glasgow for the Comprehensive Highway Study**. The survey data was coded at **252 High Street** by university students on vacation. It was during this period that I discovered that John had not been exaggerating when he described the High Street office conditions. His office did indeed have a coal bunker and the only toilet facility available was an outside wc which we shared with the staff and customers of a ladies' hairdresser situated round the corner.

John Cullen encouraged me to consider taking up civil engineering as a career and since I now knew what Transportation Planning was, I decided to do so and became a permanent member of the firm's staff. I became involved in the design of motorway alignments and major grade separated interchange layouts for the **Highway Plan for Glasgow** which was largely completed by 1963 and published in 1965. The office staff increased and in 1963 we moved to **6 Park Circus**.

In 1964 I started working on the final design of **Townhead Interchange Stage 1**, part of the Inner Ring Road. There were no computer programs to make life easy in those days and everything had to be calculated by hand. There was only one calculator in the Roads Section, a huge piece of equipment which was situated on a large trolley. We had to queue up to use it.

At this time we had a Nigerian graduate called **Hamzat Ijaiya** working in Glasgow. I clearly remember him one cold frosty day sitting on a night storage heater saying to our principal engineer, "I no go out in that **Mr Moncrieff**. If I go out in that I die." I suppose it was understandable with 2 feet of snow on the ground. We also had a young technician who was accident prone. One day **John Cullen's** new desk, for which he had waited 3 months, was delivered. John organised some responsible members of staff to carefully lift it to his office on the top floor leaving the technician to carry up the drawers. In the interest of efficiency, the young man loaded the 6 drawers on top of each other put them on his head and climbed the stairs. All went well until the final turn at the top of the stairs when a slight loss of balance sent 5 drawers crashing down the stairwell to end as matchwood in the reception area at the bottom where the receptionist nearly died of fright. The 6th drawer remained safely on the technician's head. John was heard to say, in all seriousness, "It would save the company money if we just told him to stay at home and sent him his wages every week."

In 1966 I joined the site staff supervising the construction of **Townhead**. This was exciting stuff. A depressed section of the motorway passed through a site which had been used as a chemical plant for more than 100 years. As the excavation proceeded, the colour of the ground changed dramatically from day to day, between bright reds, blues, greens and yellows. Quite early in the earthworks a scraper hit and burst one of the twin 24 inch diameter water pipes carrying the Monkland Canal through the site. The effect of the 90 foot head of pressure was spectacular and thereafter there was always an attentive audience for the excavations.

After a year on site, I was asked to go to the **London office** to help **John Swift** of the Bridges Section set up a geometric design facility for **Apapa Road / Ijora Causeway** in Lagos, Nigeria. It was intended that I stay for up to 6 weeks and train someone to undertake the necessary geometric calculations required for the project. The London office at that time was situated in **Winsley Street** occupying the

4th and 6th floors of the Waring and Gillow block on Oxford Street just to the east of Oxford Circus. I stayed at the Berners Hotel which was situated within a couple of hundred yards of the office. After 3 months no one had come forward to be trained and after discussions with **John Swift** I agreed to transfer to the London office on a permanent basis. I suspect that someone in the accounts department had started to ask how long a junior engineer was going to be accommodated in a fairly expensive London hotel.

I completed the geometric design for **Apapa Road** and worked on the structural design of a table top / suspended span bridge deck at one of the interchanges. I then transferred to the Traffic Planning Section in London to work on a number of projects starting with **Oxford Central Area Study** followed by **Archway Road Study** with various smaller jobs in between.

During this period I recall the arrival of a number of new recruits to the firm, **Geoff French, Ron Rakusen, Richard Denton-Cox, Keith Hackney** and **Pete Margesson** spring to mind.

London in the late 60's and early 70's was an exciting place to live and work. During my time there I usually managed to live within 5 or 6 tube stops of Oxford Circus in places ranging from Shepherds Bush to Islington, including an 18 month spell just off the Kings Road. I'm not sure if a young engineer could afford to live as close to the centre of London now.

I recall my first attempt at rock climbing one weekend in North Wales with **Dick Cooper**. He had taken me up a climb on Saturday which was rated as 'severe' and I found that not to be too difficult, especially with the security of a rope. On Sunday he told me that the climb we would be doing was technically less difficult but that it had good exposure. This expression meant nothing to me. We climbed for quite a while and eventually I turned a corner and looked down to check my next foothold. I nearly died of fright when I realised that there was nothing under me for what seemed like 5000 feet. I realised then what 'good exposure' means.

In 1971, I returned to Glasgow to work on the design of **Renfrew Motorway**. By this time the horizontal and vertical geometry, the setting out and even the earthworks quantities were all done by computer programs making life a lot simpler.

I began to spend short periods abroad, usually one trip per year lasting between 3 weeks and 3 months. One of these trips took me through Lagos en-route to Ibadan and I was able to see the **Apapa Road** project complete and open to traffic. It was disappointing to say the least. I had spent a lot of time ensuring that the road would operate safely at speeds of 50 mph while in reality traffic congestion on Apapa Road meant that it took more than half an hour to travel a mile. The presence of local traders armed with trays walking around and between the cars selling a wide variety of goods made it obvious that the rate of travel we encountered was fairly typical. Ah well, such is life.

In 1979 I went to Iraq to work on the **Baghdad Transportation Study**. Life in Baghdad was quite good although there were sometimes difficulties getting things done in a reasonable timescale. I remember **Jerome Munro-Lafon's** succinct comment at one of the progress meetings, "I can see a light at the end of the tunnel, unfortunately it's getting smaller." Things got a bit worse with the start of the Iran / Iraq war in 1980 which caused the closure of the international airport and led to shortages of various items. The airport closure made it necessary to enter and leave Iraq via Amman in Jordan either by taxi or by bus. A bus journey could result in a number of problems. Bus drivers were liable to fall asleep at the wheel which wasn't a major problem if the cab was accessible from the passenger section but was a bit more worrying if the cab was isolated. I have seen passengers shouting and banging on the cab wall to try to wake a sleeping driver. On one journey I could only get a seat at the back of the bus and was a bit concerned that being located next to the toilet might not be too pleasant. After a few hours of regular usage, however, the air remained reasonably fresh and it was only when I went to make use of the facility that I discovered why - all the toilet consisted of was a circular hole cut in the floor of the bus. The shortages were a real nuisance. I recall following a delivery van for several miles to buy a gross of toilet rolls at his next delivery point

I returned to Glasgow in 1981 and got married the following year on 12th March. One month later I left for Kaduna, Nigeria to work on road design for the new federal capital, **Abuja**. This was a 2 month on, 2 month off arrangement where I reciprocated with **Hugh Blackwood** and it lasted for about a year. Since then I have remained in Glasgow except for a 5 week trip to **Jerusalem** a couple of years back to do some highway planning work on their proposed urban motorway system.

I find it strange that I can still clearly remember many of the events that took place 30 to 40 years ago but have to check my diary for what I did last week.

Scott Light 279-26 Jan 2001

A9 Cycleway Robert Armitage

I was pleased to see John Grimshaw's praise about the A9 Cycleway. Attached is an abstract of a paper from SWPE - we were responsible for the structure and innovative use of secondary aggregates and binders.

An Environmentally-Friendly Pavement Design for a Cycle Network in the UK

Armitage, R.J.1, Elliott, R.C.2 and Chan, F.W.K.3

1Technical Director; 2Associate, 3Associate Scott Wilson Pavement Engineering, U.K.

Abstract

This paper describes the design of a section of cycleway through the Highlands of Scotland, which can experience the worst winter weather conditions in the UK in terms of both surface water run-off and frost penetration. The design considers the best use of locally available materials, combined with practical constructability, to achieve a durable cycleway with low maintenance and minimum environmental impact on the landscape.

These objectives have resulted in the need to modify the current, mostly empirical, guidance and specifications on the structural design of cycleways. The pavement material consists of locally available granular material, stabilised with Ground Granulated Blast furnace Slag (GGBS), a readily available by-product of steel making. A mix design was carried out in the laboratory using the compressive strength of cubes and the indirect tensile stiffness modulus of cylinders at different test ages, which led to the development of construction specifications.

The paper also describes the use of an Automatic Ballast Sampler (ABS) and Dynamic Cone Penetrometer test during in-situ site investigations to characterise the existing subgrade, and the use of the German Dynamic Plate Bearing Test to evaluate the performance of the finished pavement.

Congratulations to Gordon Blair (SWSL, Glasgow) on successfully presenting for the autumn sitting of the ICE Membership Professional Review. Gordon is now entitled to register as a Chartered Engineer. Well Done!

Starters [Anderson]

A warm welcome to:- **Karen Anderson** - Secretary - Edinburgh office.

A Monumental Achievement? Stephen Leckie [McCafferty; Holmes]

Imagine my bemusement when, on Tuesday morning, I had just finished reading **Jim McCafferty's** and Billy **Holmes** entertaining pieces on Billy's 40 years of service and then immediately took an external call (phones were on the night bell) to find it was a lady called Julia from the National Monuments Record Office wishing to speak to "Mr Holmes"! It might be that Billy is more than just a Scott Wilson institution!

ScottLight 280-2 Feb 2001

What's Going On? Scale: A: £3million+; B: £600,000 - £2,999,999; C: £60,000 - £599,999; D: £6,000 - £59,999; E: less than £6,000

PM Defence Estates Partnering Scotland Andrew Aikman [Ansell; Kitson]

Scott Wilson have recently been appointed as Project Managers on two RAF developments and an Army Training Camp development, under the Defence Estates Partnering Agreement.

RAF Leuchars and Kinloss

At RAF Leuchars, soft accommodation is being provided for engineering, operational and support activities and personnel working at the Hardened Aircraft Shelter (HAS) sites of 43(F).

'The Fighting Cocks' Squadron and 111(F) Squadron, two Tornado Fighter Squadrons. The works comprise the

refurbishment and significant extension of the existing soft accommodation buildings. The current facilities operate 24 hours a day, seven days a week. The implementation of the works is being planned and programmed to avoid disruption to the operation and operational capability of the squadrons and RAF Leuchars generally.

There is a requirement to meet the existing shortfall of gymnasium facilities at RAF Kinloss, to address the

continuing need to develop and maintain the fitness of RAF personnel and to provide facilities for recreational use by service personnel and their dependents. A new purpose built Physical and Recreational Training Centre (P&RTC) incorporating pavilion facilities is to be provided together with road access, car/coach parking, canoe hardstanding, soft landscaping and new footpaths. The location of the new P&RTC will facilitate access to the nearby sports pitches and allow the existing facilities to be used during the construction period.

Dundrennan Army Training Camp, Kirkcudbright

The existing ranges at Kirkcudbright Training Area are to be redeveloped to create small arms ranges for field firing and Army Training Accommodation is to be provided at Dundrennan Training Camp, Kirkcudbright. Scott Wilson were previously involved in the Army Training Accommodation development project in 1998, however this was put on hold due to financial constraints. The current development will be undertaken in phases with the first phase including partial development of the field firing ranges and the Army Training Accommodation, which will include living accommodation for 107 personnel, a catering facility, an armoury, a sewage treatment works and an ammunition compound. Should this project make it to the finishing line this time, the PM Team and Army Project Sponsor have undertaken to celebrate by testing out the field firing ranges (ref. closing sequence of 'Dad's Army').

Chris Ansell, Norrie Kitson and Andrew Aikman are leading Scott Wilson's PM Teams working on the above projects from the Edinburgh office. (Fee Scale C)

ScottLight 281-9 Feb 2001

Billy Holmes's Party from Michael MacLean [McCafferty]

As promised by Jim McCafferty in ScottLight Issue 278, the Glasgow office held a party to mark Billy Holmes's 40 years with Scott Wilson. During an evening of alcoholic moderation on Friday 2nd February, the staff of the Glasgow office were treated to some of Jim's earliest memories of Billy's days with the firm, some of which were printed in ScottLight, and others which did not pass the censors!!

On behalf of everyone in Scotland, we again congratulate Billy on his 40 Years and wish him all the best for the future.



ScottLight 282-16 Feb 2001

Transatlantic Record Attempt **Nicholas Williamson [Napier]**

Just before Christmas I was offered the opportunity of a lifetime: to sail the Atlantic Ocean and, if that wasn't enough, to attempt to set a new Transatlantic World Record at the same time. The opportunity developed from a casual conversation with one of my friends who has been down as a crew member for this trip for some time. I expressed interest in going out for a sail on the Forth when the boat arrives at Port Edgar Marina near Edinburgh. However some weeks later this same friend informed me that one of the crew had dropped out and was I interested in coming along. Well you don't have to ask me twice!

What is involved you ask? Well the trip is to take approximately 5 to 6 weeks, starting from Plymouth and going via La Rochelle and Annapolis on the way to Bermuda. Then the boat will race back from Bermuda to Plymouth in an attempt to set a new record for the fastest crossing of the Atlantic between these 2 destinations. The boat itself is a 40 foot trimaran called Molly Mawk (reputed to be the fastest 40footer in Europe, recorded at speeds up to 30Knots (35mph) fast for a sailing boat!) It

has been across the Atlantic a couple of times before and has taken part in numerous other offshore and coastal passage races with some success.

5 to 6 weeks was more leave than I had left though, so I approached **Alistair Napier**, the Director in the Edinburgh office, to enquire about the possibility of getting some unpaid leave. The proposition I approached him with was: this was the opportunity of a lifetime, a great ambition of mine (to sail an ocean) and a potential marketing opportunity for the company. The marketing opportunity is simple: the Scott Wilson logo will be on the main hull of the boat for the 6 week period. Sailing is actively followed by around 20% of the UK population and with media exposure for the trip such as:

The Times, Telegraph and some Scottish papers report race and record attempts with a combined daily circulation in excess of 15million.

Scottish Television will be broadcasting nightly updates during the world record attempt on Scotland Today. In addition a documentary is likely to be produced (including on-board footage) this will be distributed worldwide for satellite and terrestrial broadcast (including Sky and Eurosport).

My request for unpaid leave was granted and the proposed departure is to be the last week in March subject to suitable weather and the boat and the crew being ready. For more information on the boat and the company that owns it see www.roninsailing.co.uk. Stand by for an update in the future!

ScottLight 283-23 Feb 2001

Adjudication Geoff Redwood [SWHL] [Bathgate]

We have recently concluded our first experience of adjudication under the Housing Grants, Construction and

Regeneration Act 1996. Scott Wilson initiated the adjudication process, with Peter Stebbings in the lead, in order to obtain settlement of outstanding invoices. I am pleased to be able to report that we were successful and that the money is now in the bank.

The process was straightforward, comparatively inexpensive and, but for a couple of false starts associated with the learning curve here in Basingstoke, very quick.

The exercise has confirmed that adjudication is a very useful weapon in the fight against those clients who want our professional services but then delay payment or decline to pay for them.

Please get in touch if you wish to consider the adjudication route to secure payment of overdue accounts.

A big 'thank you' to **Gordon Bathgate** in Glasgow for his help and advice in steering us through the process.

AutoCAD Technicians Glasgow

Glasgow office have an immediate requirement for skilled AutoCAD technicians experienced in roads/infrastructure and/or bridges/structural detailing. You will have at least 2 years hands-on experience in current AutoCAD packages and will be enthusiastic and dedicated to helping us meet our ever-expanding commitments.

Highways Engineers Glasgow [Hunter]

We want to identify the next generation of team leaders/managers now!

You will be chartered and have sound knowledge of highways in the current marketplace. We will test and develop your skills for the future. You will be based in Glasgow in our office in Park Circus.

If you are interested in either of the above positions please contact **RT Hunter**, Glasgow office.

ScottLight 285-9 Feb 2001

Introductory Profile of **Petrina Rowcroft, Edinburgh **[Meynell]****

Assistant Environmental Economist Sustainable Development Unit, Edinburgh.

I joined Scott Wilson in the beginning of January this year as an Assistant Environmental Economist in the Sustainable Development Unit where I work closely with **Peter John Meynell**. I have recently completed a Masters degree in Ecological Economics from the University of Edinburgh which I

undertook to consolidate the interdisciplinary training obtained from my first degrees in Economics and Geography from the University of the Witwatersrand in South Africa. I have skills in environmental impact assessment, environmental management, natural resource management and environmental economics (and econometrics), project appraisal, environmental ethics, GIS, rural development and development economics.

My key areas of interest lie in the development and application of appropriate economic instruments for natural

resource management, particularly water resources, and in the promotion of sustainable economic growth and rural development strategies in developing countries. I am experienced in the use of GIS and would like to conduct further research into the development and distribution of such technologies for planning in developing countries.

I am working on several projects including a GIS-based social impact assessment of various management and flood control options for the Forth River flood plains, and an assessment of the economic impacts of measures to control tsetse fly in the Okavango Delta region of Botswana.

I am keen to contribute to the development of economics, and especially environmental economics, within Scott Wilson.

Please make contact if I can assist or you just want to know what an environmental economist does.

ScottLight 287-23 March 2001

What's Going On? Scale: A: £3million+; B: £600,000 - £2,999,999; C: £60,000 - £599,999; D: £6,000 - £59,999; E: less than £6,000

Major Railway Bridge Projects Mike Hackney

Following on from their recent success with Float Viaduct (ScottLight Issues 190 and 261), SWSL is currently putting the finishing touches to several more major railway bridge schemes.

Brief details of each project are as follows:

Elvanwater Bridge – A single-span replacement of the existing two-span bridge, which carries the West Coast Main Line over the Elvanwater in South Lanarkshire. New concrete abutments are being constructed in front of the existing masonry abutments and are substantially complete. The new steel and concrete superstructure will be constructed on temporary slide-tracks adjacent to the existing bridge. Then, later this year, during a 56 hour possession of WCML the existing superstructure will be removed and the new superstructure slid into position.

Dalmakethar Bridge – Reinforced concrete box structure carrying the WCML over a minor road in South Lanarkshire. The new structure will replace the existing masonry arch bridge, which is beyond repair. The box will be constructed adjacent to the existing embankment, which will be excavated during a possession of WCML allowing the new structure to be slid into position on a specially prepared slide-path

Portrack Viaduct – Assessment, strengthening and replacement of a pier on a 200 metre long viaduct, which carries the Glasgow and West of Scotland Line over the River Nith in Dumfriesshire. The works, including piling for the new pier, have to be carried out without disruption to the operation of the line, which is used by passenger and heavy freight trains. A comprehensive monitoring regime and substantial temporary propping of the main girders is required to maintain “fail-safe” working. Construction work has commenced on site and is due for completion in autumn 2001

Dalwhinnie Bridge – The refurbishment of a single span steel bridge with timber decking carrying the Perth to

Inverness Railway Line over the River Trium near Dalwhinnie. The project included carrying out an inspection and structural assessment together with the preparation of a scheme for the repair, cleaning and painting of the superstructure and replacement and waterproofing of the timber decking.

Ratho Bridge – Repair and strengthening of a masonry abutment and wing wall, which has been severely damaged by a bridge strike. The structure carries the Glasgow to Edinburgh line over a minor road. All construction work, which includes the construction of a bored-pile, relieving wall between the track and the existing structure has to be undertaken in a “fail-safe” manner and without disruption to the operation of the line.

These projects keep SWSL in the forefront of new railway bridge design, and together with the close working

relationship being developed with SWRSL, should ensure further strengthening of the rail business north of the Border.

Thanks to all the team in Glasgow for their hard work and dedication on these, at times, very demanding projects. (Fee Scale C)

ScottLight 289-6 April 2001

Starters [O'Neill, Fagan, Lamont, Park]

A warm welcome to:- **Derek O'Neill** - Trainee Technician; **Stewart Fagan & Graham Lamont** - Senior Technicians; **John Park** - Senior Engineer, who commenced this week in the SWSL Glasgow Offices.

ScottLight 290-13 April 2001

Designer's Site Rep - Small Isles & Inverie Ferry Scheme, Phase 1 [Clegg]

SWSL require an engineer with maritime experience, preferably chartered, for the position of Designer's Site

Representative for a design and build ferry terminal project, on two islands near Mallaig on the West Coast of Scotland, from the beginning of May until September 2001.

The works to provide Ro-Ro slipways, alignment structures and access roads at the islands of Rum and Muck

commenced last summer and the sites have been closed for the winter. The bulk of the rock and soft dredging, precasting and placing of concrete blocks in alignment structures was completed last year and remaining works to be completed this year include placing of slipway edge blocks, casting of slipway surfaces, scour protection, and completion of access roads and turning areas.

The DSR and his assistant, along with the Employer's Resident Engineer, will be based on the islands living in

temporary accommodation provided by the Contractor.

Please contact **Robert Clegg** on 0131 225 1230, if you are interested in the above position

ScottLight 296-18 May 2001

Congratulations to D Webster [Chairman IHT Scotland]

David Webster was confirmed as Chairman for the incoming year. at the AGM on 14th May of the Central & Southern Scotland Branch of the Institution of Highways & Transportation. His Scottish colleagues (and others I'm sure) offer their congratulations and wish him every success.

William's Wood Alan Frew [McGowan; Blackwood; Napier; Tubman; Doubal]

The Scottish Offices are holding their Annual Golf Outing this year at Douglas Park Golf Club on the outskirts of Glasgow on Thursday 7 June. The Park Circus office of SWSL, having swept the board at last year's event, have the honour of organising this year's event.

There are a number of trophies up for grabs including:

The 'KWOGS QUAICH' which is awarded to the highest individual stableford score and has been competed for since 1965 (and includes in its list of previous winners such luminaries as R McGowan, H Blackwood, A Napier, J Tubman, and R Douba)

The GOLF TEAM CHALLENGE, which is competed for between the Scottish Offices (4 man teams, all 4 scores count)

The WILLIAMS WOOD, named after our late senior partner Geoffrey Williams and competed for since 1983 (4 man teams, best 3 scores count). The competition only takes place when the holders issue a challenge to the

other group offices - this was done very quietly by word of mouth a few weeks ago, and the response has been so overwhelming that we have already exceeded our allocation from the Golf Club in terms of numbers of competitors. We can therefore only congratulate those teams that have come forward to date and apologise to

those that would otherwise have wished to compete. For the record we seem to have what must amount to a

record of 8 teams, namely: SWSL (Park Circus) I, SWSL (Park Circus) II, SWSL (Edinburgh), SWR (Scotland) I, SWR (Scotland) II, Basingstoke, Swindon and Crewe.

The trophy appears to have resided in Scotland since 1991, though this year's Sassenach challenge seems particularly strong.

Details and timings for the day's activities will be issued to competitors nearer the time.

Scott Light 298-15 June 2001

Annual Glasgow Golf Outing 2001 Derek Ogilvie [et al]

The Scottish Offices Golf Outing this year was held at Douglas Park Golf Club on the outskirts of Glasgow on Thursday 7 June. A total of 43 players took part, representing offices from Glasgow, Edinburgh, Swindon, Basingstoke and Crewe in a Stableford Competition.

After a fine afternoon of golf, the party retired to the clubhouse for the division of the spoils.

The honours this year were as follows:

'Individual' Event: Kwogs Quaich; (Individual event for Scottish Offices: 1st David Leith SWR (Scotland), 2nd Roger Doubal SWSL (Park Circus), 3rd Michael Hanley SWR (Scotland).

Best 'Overseas' Visitor: Peter Frankham (Basingstoke).

Longest Drive Sandy Burrell (Basingstoke).

Nearest the Pin Danny Macbeth SWR (Scotland).

Wooden Spoon (Scottish) Alistair Bathie SWR (Scotland).

Wooden Spoon (Overseas) Graham Whitfield (Crewe).

Highest Recorded Score at a single Hole Eddie Hawes (Crewe).

Most points at single Hole Alan Frew SWSL (Park Circus).

'Grumpiest' Player 1st Darren Gorrie SWSL (Park Circus) 2nd Hugh Blackwood SWR (Scotland).

Team Event: Williams Wood; (Team event for all Offices): 1st Basingstoke, 2nd Glasgow 1, 3rd Railways 1, Swindon.

Scottish Shield (Team event for Scottish Offices): 1st Glasgow 1, 2nd Railways 1, 3rd Edinburgh. Andy Gillespie and Alistair Bathie picked up the sweep prizes.

We now look forward to the defence of the Williams Wood by the Basingstoke Office.

ScottLight 299-22 June 2011

Scott Wilson in Newcastle-upon-Tyne Simon Hindshaw [Briggs; James]

A cursory glance at the map of our UK offices shows a gap of some 200 miles between our offices in Glasgow/Edinburgh and Manchester/Leeds. This deficiency has now been addressed through the opening of a new office in Newcastle-upon-Tyne with effect from 18 June. Its area of operation will include Cumbria in the west to the area extending from Northumberland to Teesside in the east. The latter covers the Government Office for the North East's area of responsibility and locating the office in Newcastle foresees the consolidation of that city as a

regional capital under the new Government's anticipated plans for regional devolution in England. The new office will build on our past successes in winning work in the north of England, principally in the transport planning and infrastructure sector. Nevertheless, it is the firm intention that the office develops as a facility for the delivery of the full range of services that the firm offers into the North of England.

Initially, the office will be staffed by **Susan Briggs**, moving south from our Glasgow office and **Alan James** relocating north from Birmingham. However it is the intention to increase this complement as quickly as market conditions allow to ensure the office achieves a critical mass. Any homesick Geordies feel free to apply! Should you require any further details regarding the role of the office in developing the firm's business in the North of England or, at a personal level, opportunities for relocating to Tyneside, please contact either myself in the Glasgow office, or Susan or Alan in the Newcastle office. Contact details for the office are:

Scott Wilson, Newcastle Technopole, Kings Manor, Newcastle-upon-Tyne NE1 6PA.

ScottLight 299-22 June 2001

Heritage Lottery Fund Lead Project Monitor **Nigel Hackett**

The Edinburgh office of Scott Wilson Resource Consultants has just received confirmation from the Heritage Lottery Fund of a term consultancy appointment to provide lead project monitoring advice in respect of the Scottish Wildlife Trust Reserves project. HLF appoints project monitors to ensure that the project meets the grant and contract conditions. This is an annual appointment over the five year life of the project. (Fee Scale D)

ScottLight 300-29 June 2001

Desk Study: Construction Tolerances For Structural Concrete **Stephen Bradley [**Baker**]**

The Scottish Executive has experienced a number of recent problems with regard to finished line and level of bridge copes, precast concrete deck units and precast concrete edge beams.

In all cases, construction tolerances were felt to be a contributory factor, and did not appear to be adequately covered in either the Employer's Requirements or Contract Specifications. As a result, Scott Wilson has been commissioned to carry out a desk study into construction tolerances for structural concrete.

In addition to research into relevant current standards, advice notes, guidance notes and industry publications, we have been asked to recommend appropriate tolerances which are both achievable and suitable for specifying in contracts culminating in the production of draft proposals for incorporating into future contracts.

We are looking for project specific clauses relating to tolerances adopted in projects particularly where precast concrete has been adopted at the edge of bridge decks. Any information on similar problems experienced elsewhere would also be welcome.

Please contact **Stephen Bradley** or **Alan Baker** in the Glasgow Office.

Promotions [Bissland; Hackney; Briggs; O'Hara; Forshaw; Bickett; Lightbody; Clark; Weir; Curley; Greenock; Dowling**]**

S Operating Unit

To Level 4.3: **Russell Bissland; Mike Hackney** Technical Directors.

To Level 4.2: **Susan Briggs; Kenneth O'Hara** Associates.

To Level 4.1: **John Forshaw; Alex Bickett** Principal Engineers.

To Level 3.2: **Rhona Lightbody** Computer Manager.

To Level 2.3: **Lyn Clark; Audrey Weir** Senior Assistant Engineers.

To Level 2.2: **Chris Curley** Assist Eng; **Robbie Greenock** Sen Tech; **Lynne Dowling** Assist Admin Officer.

Congratulations to Christopher Curley, S Glasgow, who has been successful at the spring sitting of the Institution of Civil Engineers Chartered Professional Review and is admitted to full membership and registration as a Chartered Engineer.

ScottLight 302-13 July 2001

Opening of Glen Ogle Cycleway Alan Baker [Robertson; MacLean]

Fourth of July celebrations of a different nature took place at Lochearnhead, Scotland, where Deputy Transport Minister Lewis Macdonald officially opened the Glen Ogle section of the National Cycle Network Route 7. This new 11 km long section makes extensive use of the disused Glasgow to Crianlarich railway line, and allows cyclists and walkers to travel along dedicated paths in spectacular countryside, remote from vehicular traffic. The upper section of railway line was once described as having one of the best views in the United Kingdom. Indeed Queen Victoria noted in her diary in September 1842 that the view reminded her of the Khyber Pass.

As designers Scott Wilson Scotland Ltd have worked with their client Sustrans to transform a valuable but neglected asset into important new infrastructure. A key feature of the project is the replacement of a missing span on Kendrum Viaduct, a multi-span mass concrete structure carrying the cycle route across the valley of the Kendrum River. The original steel truss across the river was removed in the 1960's, when the railway was closed. Its new replacement is a lightweight steel arch, reinstating the structure's focal point and allowing the valley to be crossed once more. Brian Robertson and Michael MacLean have successfully managed the project, completing on time and within budget. Trevor Storey in Basingstoke assisted by developing the detail design of the steel arch. Sustrans are delighted with the whole scheme which has been submitted to the Saltire Society for a Civil Engineering Award.



Lewis McDonald
Deputy Transport Minister

ScottLight 304-27 June 2001

Congratulations to Hugh Blackwood on reaching 30 years service on 20th July.

Welcome to Robert De Bold who joined Edinburgh Office as Graduate Engineer on 2 July 2001.

ScottLight 307-17 Aug 2001

Graduate Landscape Architect – Edinburgh - Grade 1.2/2.1 [Hackett]

The Scott Wilson Scotland Edinburgh office is seeking to recruit a Part III Graduate Landscape Architect to provide project support as well as contributing to the development of the specialist landscape and environmental consultancy services. If you also have a second qualification, for

example in Planning, this would help to develop the wider aspects of the environmental consultancy business in the office. We are currently working on a number of major landscape planning, design and environmental projects and are seeking a graduate with a minimum of 1-2 years experience who is self-motivated, has good design and research skills and who is able to work as part of a team. You should also have written and communication skills and a level of computer literacy ideally with some working knowledge of AutoCAD and GIS.

You will have good inter-personal skills and have a flexible attitude to work requirements - including the ability to work well under pressure. The position, although based in the Edinburgh office will involve travel related to project locations and may also involve occasional working in other Scott Wilson offices.

If you are interested in the above position please contact **Nigel Hackett** in Edinburgh office.

ScottLight 312-21 Sept 2001

Housing and Education Structures for N Lanarkshire Alan Baker

North Lanarkshire Council has appointed us to supplement its in-house Design Consultancy in delivering Structural Engineering Design services in the housing and education sectors. Scott Wilson is one of several Consultants appointed on a partnering basis to assist in delivering services in a variety of disciplines.

North Lanarkshire Council is the fourth largest Local Authority in Scotland with the second largest Housing Stock. We understand that much of the work will relate to maintenance of this stock. Although we have undertaken bridges and highways work for the Council in previous years, this presents a new opportunity to develop and expand our building structures capability." (Fee Scale G)

ScottLight 313-28 Sept 2001

Glasgow City Council Pavement Surveys 2001

SWPE has been commissioned by Glasgow City Council to undertake UKPMS Visual Surveys on their 1300km road network. In addition, Deflectograph, SCRIM, Ground Radar and Coring Surveys have also been requested as well as the refitting of historical deflectograph data to Glasgow's PMS. The surveys will be staffed and managed from Nottingham however the assistance offered by Glasgow office will be greatly appreciated.

This commission follows on from a similar survey carried out between May 2000 and August 2001. Project Manager in SWPE is Kevin Powell. (Fee Scale F)

ScottLight 317-26 Oct 2001

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999

PM: RAF Kinloss & Lossiemouth; Army Edinburgh Andrew Aikman [Kitson; Friedli]

Scott Wilson has recently been appointed as Project Manager on two RAF developments and a housing refurbishment project for the Defence Housing Executive (DHE), under the Defence Estates Partnering Agreement.

At RAF Kinloss, Scott Wilson has been appointed as Project Manager for the provision of a new 2 storey central control Operations Facility which will function 24 hours a day, 365 days a year, to support the Station's flying and maritime operations. The implementation of the works is being planned and programmed to avoid disruption to the Station's operational capability. (Fee Scale D)

Scott Wilson has also recently been appointed as Project Manager for the Replacement of the HV Distribution System and Control Cable Ring at **RAF Lossiemouth**. The project comprises the planning, design and construction of a new 11 kV distribution high voltage cable and a new control cable to serve all existing and planned areas of demand at RAF Lossiemouth. In addition, essential works will be required to be undertaken to equipment within the existing sub-stations and three new sub-

stations, each having a capacity of 500kVA, will be provided. The works are to be completed in a phased manner whilst minimising disruption to existing RAF operations. (Fee Scale E)

The DHE have appointed Scott Wilson as Project Manager for the upgrading of 208 Family Quarters (FQ's) in the Edinburgh area. The project is the first of a series of projects to bring DHE core housing in Scotland to Standard 1 for condition by April 2003. (Fee Scale E)

Andrew Aikman, Norrie Kitson and Patrick Friedl are leading Scott Wilson's PM Teams working on the above projects from the Edinburgh office.

Childs Play: HMNB Clyde, RAF Kinloss, Leuchars, Lossiemouth Andrew Aikman [Ansell]

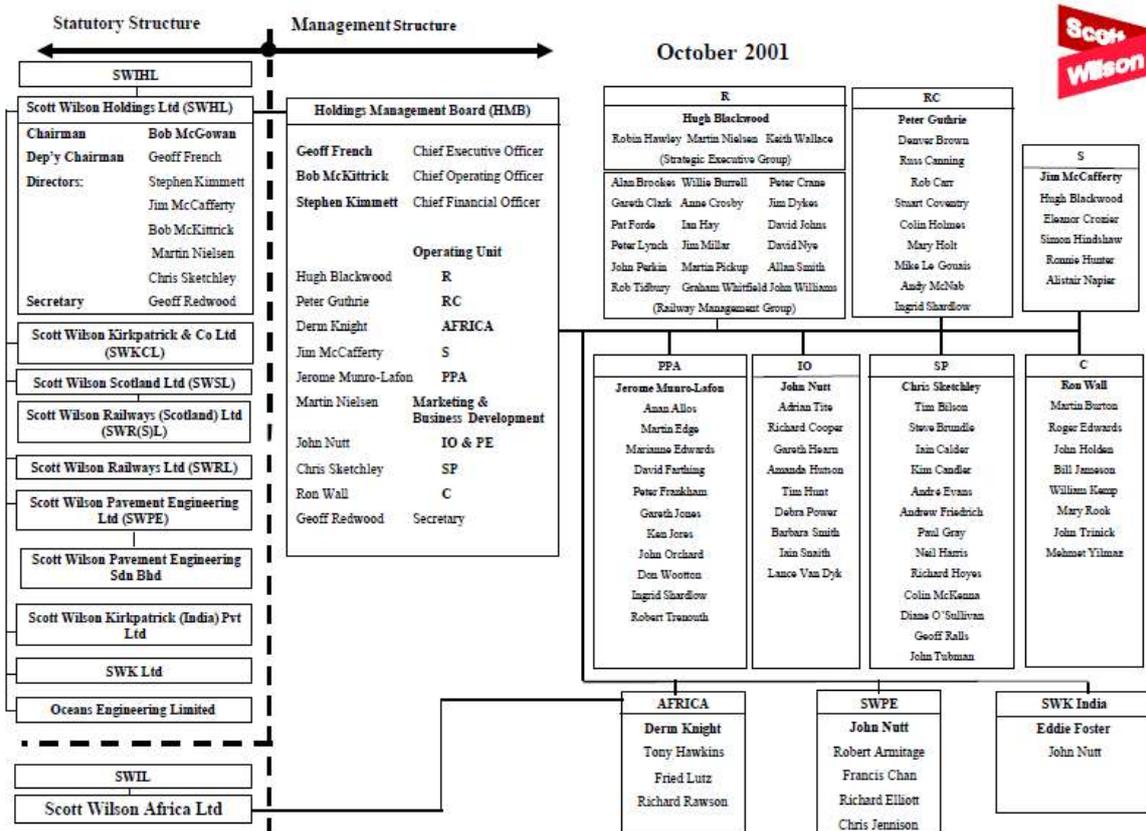
Following the successful delivery of the childcare facility at HMNB Clyde, which caters for 65 children, Scott Wilson has been engaged by the Royal Air Force Benevolent Fund to provide Project Management services to deliver childcare facilities of a similar high quality at RAF Kinloss and RAF Leuchars. These facilities will cater for 120 and 137 children respectively. The facilities shall be procured under Design & Build contracts.

In addition, Scott Wilson has been appointed as Client Advisor to provide professional advice and to oversee the delivery of a childcare centre at RAF Lossiemouth for 120 children. This facility is being delivered under a single tender procurement route where the project is being developed and constructed by a Contractor led joint venture. The total budget for the three facilities in £2.3m. Scott Wilson's role in the above projects is being led by Chris Ansell based in the Edinburgh Office

ScottLight 318-2 Nov 2001

Welcome to Richard Kilner (AE) who joined Newcastle Office Monday 29 October.

Statutory and Management Structures: SWHL: October 2001



Scott Light Special Edition- Promotions-14 Sept 2001

Russell Bissland [SW Glasgow] Promoted to 4.3 July 2001



Russell has been involved in traffic engineering and transportation projects for more than 20 years. Since joining Scott Wilson in 1988, he has been responsible for a wide range of transport projects ranging from small traffic impact assessments for private developers, to traffic management studies in Ireland and the surface access study of Malpensa Airport, Milan.

He has been responsible for city centre parking studies, over 500 kilometres of trunk and principal road route strategy studies in Scotland and Ireland, the development of computer simulation models, and the operational and economic assessments of major transport improvement proposals.

He has also undertaken research projects into driver behaviour on rural roads, devised traffic measurement systems for DBFO projects and developed UK guidelines based on international research and procedures. Prior to joining Scott Wilson, he was employed for 6 years with Strathclyde Regional Council Roads Departments on the development of traffic models to assess the major road proposals envisaged for the Glasgow conurbation.

He also gained experience in the principal disciplines of railway engineering with British Rail between 1976 and 1982. During his thirteen years with Scott Wilson, although he notes that it seems more like thirteen months, he has had the pleasure of working with an enthusiastic and dedicated team who have readily accepted the challenge of increasing workloads, commercial constraints and new technologies.

He is presently concentrating on further developing Scott Wilson's capabilities in major route studies and on the introduction of the new microscopic, dynamic vehicle simulation model VISSIM.

Given the challenges of the last thirteen years, Russell looks forward to the next thirteen and the opportunities created by the Scott Wilson Group. Russell is married and has a 9 year old son, James.

Susan Briggs [SW Newcastle] Promoted 4.2 July 2001



Susan Briggs worked for Scott Wilson during the Christmas holiday of her first year at University and, despite the drudgery of manually 'posting' traffic flows onto drawings of Glasgow's road network, came back for most holidays until she graduated.

In 1982 she joined Scott Wilson as a graduate under agreement, eventually becoming chartered in 1989. Susan's main area of experience is highway planning and the assessment and design of major trunk roads schemes, but she has dabbled in traffic, environmental assessment, urban infrastructure, drainage and even structures once upon a time. She is also one of the Trustees of the Scott Wilson Pension Scheme.

Apart from an exciting year on site at Garelochhead Bypass, Susan worked almost entirely in the Glasgow Office until moving to Newcastle upon Tyne this June.

She says that one of the best things for her about work is the people she has met – within Scott Wilson and in other firms.

For the last two and a half years Susan has travelled regularly to Belfast, where Scott Wilson is in joint venture with Ferguson McIlveen on several major roads projects – a working relationship which she has particularly enjoyed.

Her years in Glasgow have been varied, busy, sometimes even fun! Newcastle is a new challenge and she hopes working there will become equally varied and busy, and even more fun.

ScottLight 320-16 Nov 2001

Institution of Logistics & Transportation Scottish Conference **Stephen Camp [Hindshaw] 25 Sept 2001 Inchyra Grange Falkirk**

Glasgow Transport Planner **Stephen Camp** met HRH Princess Anne patron of the Institution when she visited the Scott Wilson stand at the Exhibition. Stephen as usual never wanting to miss an opportunity to promote the Group enjoyed a five-minute chat about the importance of equestrian routes and Her Royal Highness's views of the importance of Prestwick Airport. Stephen gave a brief and comprehensive overview of the type of work Scottish division is presently engaged on. After this, she discussed with **Simon Hindshaw**, immediate past Chairman of the ILT in Scotland, the benefits and disbenefits of the construction of ferry terminals on the islands of Rum and Muck for which Scott Wilson is undertaking the detailed design. Apparently an early start by the contractor one morning disturbed HRH's sleep while her Yacht was moored at Muck!



ScottLight 321-23 Nov 2001

Railtrack: Crisis, What Crisis? Ian Hay [SR, Glasgow]

The recent events regarding the demise of Railtrack not unnaturally gave some concern to Railways OU's. While the early message of "business as usual" from Railtrack was encouraging, any doubts regarding future workload for the Major Projects MOU at least have been blown away by the recent award of three major commissions. In the space of a very hectic last 10 days, we have secured sufficient work to ensure that the now 21 strong Unit will be fully employed to next April and beyond. Of particular satisfaction is the diversity of the work and the Clients together with the potential for longer term commissions, provided that we deliver quality outputs, as I am sure we will do. A summary of these exciting commissions is outlined below:

Freight capacity development study for Railtrack ECML Upgrade. We will develop proposals to upgrade 55 miles of partly operational, partly mothballed railway between Northallerton, north of York and Gateshead, south of Newcastle. This is a multi-disciplinary study which will involve input from around six other Scott Wilson offices as well as the Major Projects Unit. (Fee Scale B)

Engineering development of proposals to reopen a former railway over 27 miles between Edinburgh and Galashiels in the Scottish Borders. The Client in this project is Scottish Borders Council who aim to submit the Scottish equivalent of a TWA application in November 2002 for powers to build the proposed railway. Our responsibility is for the outline engineering proposals to support this application. This commission was secured as part of a quality/cost competition and has a Fee Scale C.

Our winning bid focused on our:

Detailed knowledge of the Project - Scott Wilson carried out the initial Feasibility Study looking at the validity of reinstating the route

Recent outline design/TWA development experience gained on WCRM

Our multi-disciplinary in house skills which can be managed and utilised in the main from Glasgow

The value of the commission is somewhere between £400k and £600k over the next 12 months, depending upon the final options chosen by the Client. Apart from the obvious benefits of winning the work ahead of our competitors, we will be able to further develop our reputation of providing quality proposals with regard to the promotion of upgrading the national railway system in general while efficiently dealing with the associated legislative and consultation processes.

The work will be managed and developed by the Major Projects Unit with **principal assistance from S OU.** Andy McCracken, who is due to finish his WCRM Norton Bridge work with Carillion in Birmingham, will be Project Manager.

We are about to be formally **appointed by Siemens to lead a multi-disciplinary study to identify the most suitable solution for resignalling Glasgow Central station and its approaches.** The signalling at Scotland's busiest station is life expired and requires replacement together with a need to improve capacity to suit future requirements. Siemens have been appointed by Railtrack to implement the new system by 2005 and we have secured a significant opportunity to work alongside a major company in identifying and delivering a solution to a highly complex problem. As well as the Major Projects MOU, **this study will provide work for several other Scott Wilson MOUs.** (Fee Scale C)

ScottLight 323-7 Dec 2001

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999, Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

A96 Fochabers And Mosstodloch Bypass Stephen Leckie [Dougal Ashton et al]

October/November finally yielded the fruit of some seven years of scheme development work for the Scottish Executive (previously The Scottish Office) when Draft Road Orders were published for the A96 Fochabers and Mosstodloch Bypass in Morayshire. For those who can't quite pinpoint the area on a roadmap but think something sounds familiar you've probably seen 'Fochabers' on a jar of beetroot or can of soup in the address of the renowned 'Baxter's of Speyside'.

The project comprises some 5km of wide single carriageway trunk road bypassing the two villages, Fochabers to the north side, Mosstodloch to the south, whilst utilising the existing bridge over the River Spey between them. The area is of exceptional environmental value in terms of cultural heritage, ecology and landscape with designations including a candidate Special Area of

Conservation, SSSI and Area of Great Landscape Value as well as the Outstanding Conservation Area in the centre of Fochabers itself which will be greatly relieved of the current negative impact of road traffic by provision of the bypass.

Whilst avoiding any impact on the first three noted above, the chosen route passes through another designated area, the Designed Landscape of Gordon Castle Estate, which is categorised as of 'outstanding value' in the national inventory of designed landscapes. The primary mitigation measure through the Estate is the lowering of the road to some 7 metres below existing ground in order to maintain the Estate's vital historic links with Fochabers and to minimise visual and noise intrusion. Unfortunately the deep cutting extends through a pinch point between Gordon Castle Lake and Gordon Chapel (which has extremely valuable stained glass windows) and also bottoms out close to the maximum recorded flood level of the adjacent River Spey. The writer has been reassured by Roger Douba (Geotech, Glasgow), Steve Booth (Hydrogeology, Basingstoke), Chris Broome (Hydrology, Chesterfield) and David Ashton (Drainage, Glasgow) that his nightmare involving an Atlantic Salmon making its way from the Spey up the flooded cutting to be met by the draining lake water gushing through the side slopes will not be realised!

Another interesting feature of the project is the proposal to adopt a wide single carriageway "2+1" arrangement which has 2 lanes in one direction and a single lane in the other with opposing flows separated by a 1 metre wide central red hatched median. This marking arrangement is currently under trial at a location on the A68 in the Scottish Borders. However this arrangement is not feasible over the existing Spey Bridge (without expensive widening) and over this section the traffic simulation program VISSIM has been used to confirm that the capacity here is adequate for predicted flows.

The cutting through the Estate has given our structures section the opportunity to produce attractive designs for both the bridge carrying the main driveway and a footbridge to the lake which have been subjected to scrutiny by the Scottish Executive's Aesthetic Advisor and the Royal Fine Arts Commission for Scotland. In addition their skills have been employed in developing feasible solutions for widening the existing Spey Bridge in future if traffic capacity does become a problem.

Draft Order publication coincided with production of the Environmental Statement, a voluminous A3 compilation with some 240 pages of text, 110 colour figures and a separate volume of Appendices larger than the main document! Scott Wilson produced the ES with the assistance of Abbey Holford Rowe, our sub-consultant landscape architects and environmentalists and copies have been lodged along with the draft orders in libraries and post offices where they can be viewed by the public during the formal objection period. For the first time (for the Scottish Executive at least) Scott Wilson have arranged for the ES to be available on CD to the public. The charge is only £10 per CD rather than the prohibitive £120 price tag on a hard copy.

Following the formal publication, a public Road Orders Exhibition was held over 4 days in the public halls of the two villages. Via some 30 A0 displays the exhibition conveyed the background to the project, including the vital issue of the route choice which was made in 1996, and then presented the current proposals through plans, photomontages and artist's illustrations before summarising the content of the ES in layman's terms.

The Exhibition was previewed by local councillors, council officers and MSPs and attracted over 900 members of the public who were guided by project staff from the Scottish Executive, Scott Wilson and Abbey Holford Rowe. Generally the response was favourable although some residents in properties close to the line are vociferously opposed to the chosen route and engaged the 'guides' in some interesting discussions. The expected formal Objections have already begun to arrive at the Scottish Executive and it seems certain a Public Local Inquiry will be held, probably in autumn 2002.

The Client has expressed his appreciation of the content and quality of the exhibition and the ES and thanks is hereby passed on to the many staff who have contributed over the past year.



ScottLight 324-14 Dec 2001

Starters: **Stuart Livingstone** and **Peter Stapleton** joined Edinburgh office as Graduate Engineers.

ScottLight 325-21 Dec 2001

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999, Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

UB 30/147 - Dalmakethar Bridge, Dumfries **Stephen Bradley**

The portfolio of railway structures designed in the Glasgow Office increased last weekend as the first of two structures, constructed as part of Railtrack's ongoing maintenance programme on the West Coast Main Line, was jacked into place during a 54-hour possession.

The new reinforced concrete box structure with integral wing walls, replaced the 100 year old single span masonry arch bridge structure which failed its structural assessment having been monitored and repaired repeatedly over the last 35 years!

In partnership with the Main Contractor, John Mowlem & Co, the chosen solution was to construct the entire 1000 tonne structure on temporary slide beams perpendicular to the electrified line and jack into place during a total closure of the electrified track.

Closure allowed the track to be removed and existing structure to be demolished. Following excavation of the existing embankment to formation level, the new structure was jacked into position, backfilled and the track reinstated. Carriageway reconstruction and drainage works also had to be substantially completed before the end of the possession. As a result, it was a rather hectic period for all involved. Other than a few minor hiccups with the jacking equipment and the importing of additional fill, all went well and the structure was commissioned a full 15 minutes before the end of the possession.

Thanks and congratulations to all the staff involved in the design and supervision of the works. Watch this space for further successes. (Fee Scale F)



ScottLight 326-11 Jan 2002

Promotions, S OU [Mackie; Wood]

Level 2.1: Lynne Mackie Secretary, **Gary Wood** Technician.

Senior Ecologist (PT/FT), Edinburgh

A senior terrestrial ecologist is required to join Scott Wilson's Edinburgh office. The successful candidate will have a minimum of five years experience and be eligible for full membership of the Institute of Ecology & Environmental Management.

Their experience should include Phase 1 survey and interpretation, and preparation of ecological impact assessments. Competence in NVC survey or assessment of protected species populations would also be an advantage, as would experience of the consultancy sector.

Applications from individuals wishing to work on a part-time or flexible basis would be particularly welcomed. Curriculum vitae and accompanying letters which highlight relevant experience should be emailed to: sue.bell@scottwilson.com.

ScottLight 329-1 Feb 2002

Scott Wilson Scotland Ltd Public Holidays 2002 Jim McCafferty

The SWSL offices will be closed for the following Public Holidays during 2002 - 2003.

Easter Fri 29 March

Mon 1 April

Queen's Jubilee Mon 3 June

Queen's Birthday Tues 4 June

Glasgow Fair Mon 15 July

September Weekend Mon 30 Sept

Christmas Wed 25 Dec

Thurs 26 Dec

New Year Wed 1 Jan

Thurs 2 Jan

A decision will be taken later in the year concerning the traditional closure between Christmas and New Year but it seems likely that the offices will be closed for leave on 27, 30 & 31 December 2002. As you will see, there is an additional Public Holiday this year on Monday 3 June 2002 to celebrate the Queen's Jubilee.

Any member of staff required to work on critical projects during any of the foregoing dates should agree special arrangements with Directors.

ScottLight 330-8 Feb 2002

New Man to Build Transport Planning Capabilities: Marwan AL-Azzawi has joined the Glasgow office of Scott Wilson Scotland Ltd, as a Principal Transport Planner. Marwan has nearly 12 years post graduate experience, of which the last 7 years have been with two Scottish Councils where he has held senior posts within their transportation divisions, being responsible for undertaking or supervising a wide range of transport planning projects.

In addition, Marwan was also responsible for the development of the Local Transport Plan (LTP) for South Ayrshire Council, along with various other transport aspects in the area, and the transport strategies for other local authorities such as Stirling Council, Westminster City Council and Merseyside. Consequently, he has a sound understanding of transport aspects, particularly within a local authority planning framework.

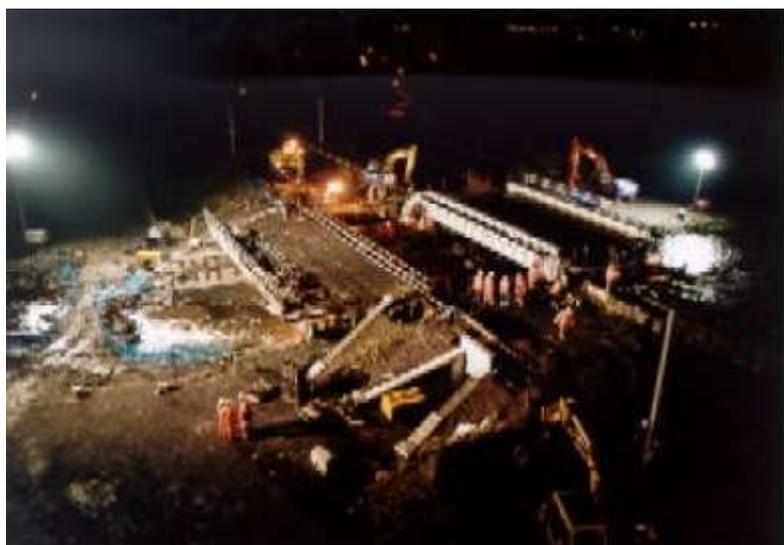
A further field of expertise is with freight transport modelling and funding applications, where he has practical experience of preparing various bids.

What's Going On? Scale A - £3million+, Scale B- £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H- Up to £9,999.

Replacement of UB 30/278 Elvan Water Bridge Derek Ogilvie

Hard on the heels of the successful completion of Dalmakethar Railway Bridge (Scottlight Issue 325), a second successive weekend closure of the West Coast Main Line between Carlisle and Glasgow from 8-10 December 2001 allowed the replacement of Elvan Water Bridge within a 54-hour possession and isolation, as part of Railtrack's ongoing maintenance programme.

The new bridge, constructed by Main Contractor John Mowlem & Co Ltd, replaces a two-span wrought iron structure, which was in excess of one hundred years old and in very poor condition. Designed by SWSL with assistance from SWRS, the structure comprises a single span half-through superstructure with steel plate girders rigidly connected by universal column cross girders which in turn support a composite concrete deck slab. The new substructure comprises of in-situ reinforced concrete cantilever type abutments and wing walls cast in front of the existing structures and clad with masonry. The project also included concrete works to extend an existing 'sheep-creep'.



The substructure was constructed in sections under the existing bridge in order to maintain its stability during the works. The only, minimal, disruption to rail traffic during this work involved a temporary speed restriction on the line for a short period to allow construction of the base slabs. The contractor however, had to contend with the flow of the Elvan Water, and on a number of occasions was flooded out by the fast flowing river, which was prone to flash flooding. The installation method for the deck was chosen at an early stage to avoid having to lift the deck structure, as the site is located in one of the most exposed areas in the south of Scotland. Temporary concrete slide walls were constructed to the east and west of the existing bridge. The entire new deck was constructed on the east slide-wall and pulled into place as the existing deck was pulled out to the west. Ballast retention units were then lifted into place without interference with the overhead electrics. This allowed the structure to be backfilled and the track to be reinstated.

Substantial scour protection works were also installed to protect the new substructure and the existing central pier was removed to increase the available waterway area in the centre of the flow.

A few problems were encountered during the possession, including seized jacks, frozen points, installation difficulties with the ballast blocks and a 200 tonne crane that managed to find the only soft piece of ground on the site. In spite of these difficulties, the job was completed and the West Coast Main Line was handed back to Railtrack on programme.

Currently designs are being completed for two further railway bridges, which are programmed for construction during weekend possessions in February or March. Watch this space!

Thanks to all staff involved on a job well done! Fee Scale E



South Ayrshire Council Freight Movement Study Marwan AL-Azzawi

The Transport Planning Team in the Glasgow office have been commissioned by South Ayrshire Council to study freight movements through their area, and developing a strategy to encourage a

transfer from road to other modes. The Glasgow office will also prepare a bid for funding for new rail and sea freight infrastructure, to help the client fulfil its plans.

South Ayrshire, situated in the South West of Scotland, is unique in its transport facilities in that it has one airport, three sea ports, three rail freight routes and good road connections to central Scotland and the North of England. Consequently, the study is involved in assessing all the major modes of transport in the area in addition to looking at regional, national and international connections.

Apparently, this is the first time Scott Wilson have been able to carry out a study like this, completely 'in house', without having to employ sub-consultants to assist us or work in partnership with another firm.

Dumfries and Galloway PTF Bid Marwan AL-Azzawi

The Transport Planning Team, in the Glasgow office, have just won another commission to help a local authority in Scotland with developing a package of physical measures to assist public transport services, walking and cycling in three discrete small towns in the Dumfries and Galloway area. In addition to data collection and analysis, Scott Wilson will manage and conduct extensive local public consultation, forecast future travel patterns using computer modelling techniques and devise new transport measures. Furthermore, Scott Wilson has been asked to prepare a bid on behalf of the Council for financial assistance from the Scottish Executive's through the Public Transport Fund - an annual competition where local authorities in Scotland submit detailed bids for funds to help implement various new transport improvement schemes.

Goodbye and Good Luck to Brian Robertson from Alan Baker

Sadly, we say good-bye to Brian Robertson, Principal Engineer, who has been a key figure in the Bridges and Structures section in the Glasgow Office for over 28 years. Brian is leaving for pastures new, but in his career with Scott Wilson, he has made a valuable contribution to an enormous range of bridges and buildings projects. Notably within the last 10 years or so, he has successfully managed the Firm's contribution to the Kingston Bridge strengthening project which recently won the prestigious Brunel Medal. He established, and until recently, single-handedly ran the Glasgow computing network, and a few of us still remember those heady days when we took our first tentative steps from the era of slide rules into a brand new silicon future. Ever helpful, Brian was always willing to advise and assist others, and a generation of junior engineers has benefited from his sound engineering knowledge and guidance. His many friends and colleagues in the Firm wish him well in future years.

Remove Lines

Scott Light 332-22 Feb 2002

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

Torino – Novara High Speed Rail Project Paul Carey [Nielsen; Hindshaw; Miller]

In November of last year Scott Wilson and Sembenelli Consulting (Milan) were appointed by Treno Alta Velocita (TAV) to conduct an independent review of the technical and economic offer received by the General Contractor - FIAT for the above project.

Scott Wilson and Sembenelli became involved in this £2.7 billion project (in comparison CTRL Phase 1 cost £1.9 billion) when the Italian Government became extremely apprehensive about the cost and timescale of the project. Having worked on numerous other projects with TAV Scott Wilson were asked to provide the independent review the Italian Government required to give the project the go ahead and to ensure that the General Contractors offer was value for money.

In brief the project comprises:

1. Construction of approximately 86km of new high speed rail line between Torino and Novara

2. Connecting spurs to the existing low speed rail network
3. Associated highways works
4. New local road networks and toll plazas due to the proximity of the A4
5. Extensive mitigative measures requested by external parties including Irrigation, Local and the Civil Defence Authorities.

Under the directorship of **Martin Nielson** two crack teams of Scott Wilson employees were assembled. Based in Milan to assess the technical aspects of the project, a team lead by **Simon Hindshaw** as Project Manager included: David Blythe (Structures), Roger Durgan (Construction Planning), Steve Booth (Hydrology), Eddie Hawes (Railway Systems), Rob Carr (Environmental), **Karen Miller** (Project Administrator) and senior staff of Sembenelli. Meanwhile a second team was assembled based in Rome to assess the costing of the project; they consisted of Denis McDowell, Nancy McGee and Paul Carey.



The brief given by TAV required Scott Wilson to provide:

1. Technical assessment of the project, in order to certify whether all possible optimisations have been implemented by the General Contractor, taking into account external constraints imposed by different Authorities, and considering technical alternatives unusual for railway projects;
2. A review of the construction methodology and the agreed programme;
3. Unitary cost evaluation, based on the proposed project, with reasonable accuracy + 10%) and benchmarking comparison with international standard;

1. Estimate of the cost share of the proposed project to be allocated to other entities external to railway's interests (highway, water network, etc).

Prior to Christmas the teams concentrated on obtaining and digesting as much data and technical information as possible, concluding in a team workshop to exchange said information and ideas on the 13th December. On the 19th December a presentation was given to the directors of TAV on the team's initial findings.

Post New Year the team reassembled in Milan to piece together all the costing and technical data into the final report, which was presented to TAV on 16th January. The final report has recently been issued to TAV and the feedback has been extremely positive, hence this writer is looking forward to continuing close ties with TAV and more work in the near future.

ScottLight 334-8 March 2002

Railway Underbridge 11, Milngavie – Reconstruction **Walter McQueen**

Hidden away in the leafy suburb of Milngavie to the north of Glasgow is railway Underbridge 11 carrying the single track electrified Milngavie Branch over 4 number 36 inch water mains supplying the City of Glasgow. The bridge has a skew of 67 degrees and was constructed for the Glasgow and Milngavie Junction Railway in the 1860's specifically to carry the railway over the large diameter water mains.

The structural assessment showed that the existing structure had reached the end of its useful life and Scott Wilson were commissioned by Carillion on behalf of Railtrack to design a replacement

structure. Due to the presence of the water mains the remit included the requirement that the new structure should not increase the loading on the abutments and to allow for possible increased rail traffic that there should be sufficient room on the existing abutments to accommodate a second structure. The original structure carried two tracks at some time in the past and the redundant part of the structure was to be removed as part of the project.

During a 54-hour possession in early February 2002 the existing superstructure was removed, the substructure partially demolished and new 64 tonne bearing units and modern 80 tonne 23m span way-beam superstructure were successfully placed. To help keep the weight of the new works to a minimum the existing ballasted track was replaced by an elastomeric rail embedment system also installed during the possession. To enable the demolition and installation to proceed a 500 tonne crane was utilised.

The accompanying photographs show one of the bearing units and bridge superstructure being lifted into position. Railtrack are reportedly happy with their new structure. Congratulations are due to the numerous staff involved that helped make this complicated and novel project a success.

As there is no rest for the wicked this project is shortly to be followed by the installation of a new railway Overbridge in Greenock in early March 2002, together with repair and strengthening work to a 16 span masonry arch structure in Ayrshire in March/April 2002. (Fee Scale E)



The south bearing unit being lifted in.



The new superstructure almost in position

Congratulations to G Lamont & L Clark

Belated congratulations to **Graham Lamont** of the Glasgow Office in being one of the first individuals in the UK to receive Incorporated Engineer status through the Institution of Highways & Transportation. Well done! Similarly, well done to **Lyn Clark** who, following her success with the ICE

in becoming an Incorporated Engineer, has recently achieved full Membership status of the Institution and can now boast Inc Eng, MICE.

ScottLight 338-5 April 2002

Designer's Site Representatives, A1 Haddington to Dunbar [Frew]

We are looking for resident site staff of all grades to fill various roles within the Designer's Site Representative team for the £35m **A1 Haddington to Dunbar Design & Build scheme** just to the east of Edinburgh. The scheme involves 14km of off-line dual-carriageway with 13 principal structures including the 250m long, 3 span River Tyne crossing. We are also in pole position for another £5m Design & Build scheme further down the A1, in a very scenic location closer to the border. In both cases the contractor is Balfour Beatty and the site start is likely to be around June. Contract periods are 18 months and 10 months respectively. Ideally, we are looking for staff with 3 years previous site experience, preferably on Design & Build schemes: however, if you are interested and don't have that specific experience, please write in anyway.

Please contact **Alan Frew** in the Glasgow office for more details or to register your interest.

ScottLight 340-19 April 2002

Congratulations to Stephen Camp and Hannah Simmonds from Scott Wilson Scotland, who are pleased to announce their engagement, and intend to marry later next year.

Welcome to Kate Smith who joined Scott Wilson at the start of April as a Graduate Transport Planner in the Newcastle office. Kate is a native of the North East, although she did spend a few years across the Border whilst doing her Planning Degree at Edinburgh University.

ScottLight 341-26 April 2002

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The Relief of Ballinluig Gordon Philpott [S, Newcastle][Briggs; Kilner; Cross; Wood; Maxwell]

Client: Scottish Executive Development Department (SEDD) As the Newcastle office began to attract bodies on seats, colleagues in Scotland passed on some items of work including a feasibility study of improving an at-grade junction on the A9 at Ballinluig, just south of Pitlochry. Whether it was a case of 'give them something interesting' or 'get rid of this one' we were not to know.

As we found out, it was a hot potato. Local feelings against the junction were running high and apparently had been since the road opened in 1982. The junction, which was routinely referred to as a notorious accident blackspot, is near the end of a dual carriageway section, squeezed between a railway and the village. Feelings were intensified following a tragic fatal accident last year and there was much support for local people from the press, radio and television, local and national politicians. It was not to be taken lightly!



There was no obvious solution given the closeness of road and railway and the outcome was genuinely not foreseen at the beginning. We decided that a thorough study would be the rock on which our client could best defend their actions. We illustrated a do-minimum, a roundabout and 15 versions of grade separation; just about all we could think of. Most options were discounted for a variety of reasons and 4 were examined in more detail. Our colleagues in Scotland provided invaluable help at this stage. We reported our findings to SEDD and gave two PowerPoint presentations before Christmas. I think it fair to say they were delighted at what we had examined in a short time, and they immediately expanded the study to include the preparation of some options for public consultation.

The study was led by Susan Briggs with myself and Richard Kilner. We were supported by Neil Cross, who took the opportunity to show us that he is adept at AutoCAD and PowerPoint.

Working closely with our client, we prepared the roundabout option and 2 grade separated junction options for consideration initially by a workshop of client engineers and environmental specialist, with representatives of the local authority, the police and the managing agent, BEAR. A full and frank discussion by people who have lived with the 'problem' for years is quite sobering. Costs, value for money, safety, environment and changes to local accessibility were all considered.

The outcome was overwhelming support for one grade separated option, as the correct solution, and it happened to be the most expensive at £4.2m. (That is not something I am used to here in England) A Preferred Scheme Public Exhibition was held locally earlier this month and it was very, very well attended. To the relief and pleasure of everyone involved, it was a resounding success. The deputy transport minister announced that funds were available and, in his praise, there was much mention of Scott Wilson and the Exhibition presentation. Now where is that SWIMS feedback-form?

Most importantly, the local people accepted our proposal apparently without reservation, except to confirm that they had been right all along, as did the local press. Unfortunately I didn't meet my public as I was assisting Chesterfield with a bid, in Barnsley....., but apparently I was not forgotten. I don't think I have worked with such a courteous client group and working relations have been excellent. It has also been a useful opportunity to meet many colleagues in Scotland, not least Gary Wood, Glasgow, who sat with us for 2 weeks perfecting the Exhibition display boards and for Fraser Maxwell, Edinburgh for facing the public at the Exhibition.

It has been refreshing to work with an open mind and a flexible approach. The solution is an amalgam of design standards used to best effect. To go from scratch to a public exhibition of a solution in 6 months is no mean achievement. We look forward to a next stage – hope we haven't missed something! Fee Scale F

ScottLight 342-3 March 2002

Rugby News: Nicholas A Williamson [S, Edinburgh][Ross Mitchell]

Saturday 20 April 2002 saw the Finals of Scottish Club Rugby's BT Cellnet Bowl, Shield and Cup competitions, all being played at Murrayfield Stadium. Thanks to Scott Wilson's sponsorship of Ross Mitchell who plays for Kirkcaldy RFC, who were playing in the Shield Final, a number of complimentary tickets were provided for those wishing to attend. A number of staff from the SW Edinburgh Office met in the Roseburn Bar for some pre match drinks an essential component of the whole Scottish Rugby spectator experience!

The main aim of the outing was to voice our support for Ross, one of the Graduate Engineers in the Edinburgh Office. Ross is one of Kirkcaldy RFC's hard hitting back division, and unfortunately for them he intends to retire from the game this year at the age of 24. As such, it would be the last time we would be likely to see Ross on the field in such an event.

The support voiced was obviously effective, as Kirkcaldy over powered their opponents (Stewartry RFC), and won convincingly 41 points to 12. Although it should be noted, owing to the fact that the wisdom of certain staff members ensured that we were sitting amongst the Stewartry support, the actual volume of the support given had to be carefully monitored!

An article on the match was published in the Scotland on Sunday newspaper the following day. The headline was 'Stewartry forced to weep over brothers' grim tidings' and the first paragraph is quoted below.

"The Mitchell brothers used to terrorise Walford with their snarling grunts, scary haircuts and regular threats to alarmed East-enders to "shut it"! Yesterday as Kirkcaldy strolled to a comprehensive triumph in the BT Cellnet Shield Final against brave, but ultimately outplayed Stewartry, the winners

boasted their own version of the Brothers grim, with Steve and Ross Mitchell at the heart of a coruscating display from the Lang Toun personnel".

Unfortunately we can now only look forward to Ross's continuing coruscating performances on behalf of the Scott Wilson Edinburgh 5 A side football team.

ScottLight 344-17 May 2002

New Statutory Boards: [SWIHL etc] Bob McGowan [French; McKittrick; Kwong; Davies et al]

For some time now the International Board has been considering how we can better achieve "One Scott Wilson" by bringing the group companies closer together. The retirement of Ron Rakusen and the impending retirement of Bob McGowan and Richard Denton-Cox has presented an opportunity to streamline the statutory board structure.

It has been agreed therefore that the statutory boards of Scott Wilson International Holdings Ltd, Scott Wilson International Ltd, Scott Wilson Holdings Ltd and Scott Wilson Asia Pacific Ltd will have common director membership with a common chairman and separate CEOs for Europe and Asia Pacific.

The newly formed boards will take over full responsibility from 1st August 2002 and will consist of Geoff French, Bob McKittrick, Martin Kwong and Simon Davies.

In addition Mr Pelham Allen will join the boards as a non-executive director at that date.

Bob McGowan and Richard Denton-Cox will continue as level 5 executives until retirement from the firm, currently planned as end August 2002 and end December 2002, respectively.

Stephen Kimmitt will be appointed as Group Finance Officer reporting to the new Boards and remains Finance Director of SWHL.

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A1 Haddington to Dunbar Expressway Alan Frew [Murphy; Hackney; Doubal; Hunter et al]

Some of you will have worked out from recent adverts for site staff in the 'Vacancies' section that we've picked up a major Design & Build commission in Scotland recently - the fact is that the scheme I'm writing about today is just the first of a number of recent D&B successes, but I'll constrain myself to this one for now.

The scheme in question is the £35m A1 Haddington to Dunbar Expressway just to the East of Edinburgh. We are back working with Balfour Beatty again, following on from our very successful relationship with them during the 1990s. Indeed, after experimenting with a trial separation from BB in the late 1990s, we both then realised that it hadn't been broke, so we shouldn't have tried to fix it! We have now teamed up with BB for nine D&B and DBFO schemes in quick succession in Scotland and northern England and are starting to re-establish the trusted team approach - the fact that we are starting to win again can only do wonders for the relationship.

The scheme was won in the most amazing circumstances - in the end the tender comparison between the lowest two tenders amounted to a difference of £2,000 out of £35,000,000 - I've not managed to work out what that means in percentage terms, but it's certainly not very big! Apparently, the competition also came down to the shortness of BB's programme (80 weeks) - if the second placed tenderer had proposed a programme of 99 weeks rather than his tendered 100 weeks, then it would have been us crying into our beers. The closeness of the competition has had a few interesting implications. Firstly, it means that our fees will now come under closer scrutiny in future competitions because BB can point out that every little saving can make the difference: however, on the plus side, it has meant that any little errors that are noticed as we move forward to the detailed design stage are not treated as quite such heinous crimes, since they would have meant that we would have lost if they had been picked up during tender.

The fact remains that we won, and congratulations should go out to all those involved at the tender stage, including Dominic Murphy and his roads team, Mike Hackney and Ken Weir and their bridges teams and Roger Doubal and the geotechnics team.

The scheme involves the design and construction of 14km of new, off-line dual-carriageway and a number of side roads - although the adoption of the Expressway standards has meant that there are

no intermediate junctions. There are 13 principal structures, the most significant being the Tyne River Crossing, which will be a 250m long, 3 span in-situ post-tensioned structure with raking piers - it will be easily the largest and most spectacular bridge to be constructed in Scotland for some time - and will become a statement structure both for the scheme, and indeed for the firm. The scale and programme for the scheme means that we've gone for the classic 'One Scott Wilson' approach: the roadworks and geotechnics are being designed in Glasgow, whilst the bridges are being shared out between Glasgow, Chesterfield and Basingstoke - and so far our client, BB, is very happy with the service they are receiving (not that they would ever say so - the lack of complaints is the normal barometer of BB's contentedness!). The other parties involved are the ultimate client - Scottish Executive, the Engineer - Carl Bro, our landscape advisor - Gillespie, and our checker - Fairhurst. **Ronnie Hunter** and I fill the roles of Project Director and Manager respectively. The fee is well up through the Scale B range (one day I'll get a scale A!)

Route Studies and Action Plans **Russell Bissland**

The Scottish Executive is responsible for maintaining some 3,500 km of trunk roads in Scotland. During the last 15 years, the Executive has undertaken route studies for 11 routes in the trunk road network. These studies have involved a detailed assessment of baseline conditions, the identification of operational stress points and the development and appraisal of improvement options.

To date, Scott Wilson has undertaken route action plans for almost 300 km of trunk roads. To assist in developing a prioritising plan of improvements, the Scottish Executive appointed Scott Wilson to review the work undertaken in preparing the route action plans, to develop an appropriate appraisal framework and to undertake an appraisal of the various improvement options considering the Government's standard five point criteria, namely environment, safety, economy, accessibility and integration. The results from the study will be presented to the Executive later this year.

In addition to this work, the Scottish Executive has appointed Scott Wilson to undertake a review of the Route Profiles which have been created for each of the routes in the Scottish trunk road network. These profiles provide an overview of conditions along each route including variations in traffic demand characteristics, road safety issues, future maintenance requirements and proposed improvement schemes.

This project builds on the work undertaken by Scott Wilson in 1997 to examine conditions across the entire trunk road network and to assess the effectiveness of the trunk road programme.

The expertise developed during these route studies is now being marketed successfully in Northern Ireland.

ScottLight 349-21 June 2002

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

A1 Howburn to Houndwood **Alan Frew [Ritchie; Proud; Ogilvie; Riach; Hunter]**

Following my recent article on the award of the £35m **A1 Haddington to Dunbar Expressway** scheme to the Balfour Beatty/Scott Wilson team, we have just been awarded a further scheme on the route, some 20km further to the south and east, just to the north of Berwick-upon-Tweed and the Scotland/England border. The scheme is somewhat more modest, valued at £5m, but is located in a very attractive part of the country, and presents a number of interesting challenges, including the diversion of the sensitive, 'salmonoid', Eye Water, the construction of 2km of new dual carriageway, the construction of 3 new structures and a significant volume of earthworks.

The scheme follows the normal Scottish Executive Design Build format, and once again we teamed up with Balfour Beatty to provide the winning team. The tender process was somewhat drawn-out, being interrupted by the foot-and mouth outbreak, and in the end the tender period was extended to more than 1 year. However, the wait was worthwhile, both because the contractor covered our additional costs during the extended tender period, but also because the tender ultimately proved successful. The other parties involved are the Engineer - Scottish Borders Council, our landscape advisor - Ironside Farrar, and our checker - Fairhurst. Balfour Beatty have formed a JV with Scottish Borders Council DLO, which makes for the interesting application of Chinese Walls, given their role as Engineer.

Thanks go to the various teams involved in the tender process, led by **Denise Ritchie** (roads), **Derek Ogilvie** (bridges), and **Stewart Proud** (earthworks). **David Riach** will now take over the roads role in what is shaping up to be an intense early design period, with construction due to start next month. **Ronnie Hunter** and I fill the roles of Project Director and Manager respectively.

A combined sod-cutting ceremony was held on Tuesday 11 June, to mark the start of both projects. Speeches were made by both Lewis Macdonald, MSP and Deputy Minister for Transport and Alistair Wivell, Managing Director of Balfour Beatty Major Projects. Both speeches mentioned Scott Wilson's major involvement in both schemes and paid glowing tribute to our long history in previous Design Builds in Scotland. Fee Scale C

Clyde Corridor Transport Study **David Webster**

Glasgow City Council has awarded the **Clyde Corridor Transport Study** to a joint consultancy team of Scott Wilson and MVA. They will be assisted in the work by GVA Grimley, Semaly, Derek Halden Consultancy, David Simmonds Consultancy and Grant Thornton. This follows Scott Wilson/MVA successfully completing the Scoping Study for the Clyde Corridor earlier this year.

The study, which is being funded through the Scottish Executive Public Transport Fund Preparation Pool, has been commissioned as a result of considerable pressure for new development adjacent to the River Clyde within Glasgow. The City Council is keen to ensure that existing and future developments in the area are served by a modern, high quality public transport system which will reduce car dependency and will encourage residents, employees and visitors to the area to utilise a sustainable transport mode. An additional factor relating to the study is the need to ensure improved accessibility to a number of deprived urban communities, designated as Social Inclusion Partnership areas, to ensure that job opportunities are available for all. The study is being undertaken in accordance with the recently published Scottish Transport Appraisal Guidance. It will initially develop a broad transport strategy for a wide area aimed at a 20 year time horizon before focusing more locally within Glasgow. A 5 – 10 year transport implementation plan will be produced for this local sector.

The study is being managed by a Steering Group, led by Glasgow City Council, supported by Scottish Enterprise Glasgow, Strathclyde Passenger Transport and Clydeport. The study is due to report in May 2003. Fee Scale F

Recent Transport Successes in Scotland **Marwan Al-Azzawi**

Scott Wilson Scotland Ltd have been successful in winning a wide range of multi-modal transport studies over the last six months, including:

1. South Ayrshire Freight Study. Currently examining the potential demand for freight transport in the area for road, rail, sea and air. We have developed a transport and land use model to estimate future demand on the network which includes strategic roads, three sea ports, one airport and the south west rail system.

2. Kilmarnock Quality Bus Corridors. Recently appointed to study and design proposals to improve facilities for three bus corridors in Kilmarnock. This will also involve extensive Public Consultation and research into Best Practices.

3. Walking and Cycling Networks. We have just begun to study, consult and develop proposals for walking and cycling networks for the towns of Bishopbriggs, Bearsden and Milngavie. This will also include preparing a Bid to the Public Transport Fund.

4. Mossend Railhead Proposals. We are auditing a Freight Facilities Grant (FFG) application, which involves assessing engineering proposals, transport economics and freight modelling.

5. Dumfries and Galloway Three Towns Initiative. A package of transport measures is being devised for the towns of Annan, Castle Douglas and Newton Stewart. Proposals include rail station improvements, enhanced bus facilities and a local cycle network. A comprehensive public consultation will also be carried out.

6. Falkirk Railway Stations. Passenger demand modelling and Cost-Benefit Analysis for three new stations at Grangemouth, Bonnybridge and Laurieston. This also includes application of the Scottish Transport Appraisal Guidance.

Heritage Lottery Fund Project Monitoring Nigel Hackett

We have been giving advice to the Heritage Lottery Fund through providing Project Monitoring services for three Urban Park projects to date. This service has now been extended over a five year period for one of these projects. This work gives us a good insight into the requirements of HLF and has been useful in winning other projects where this expertise can be demonstrated to clients. Fee Scale F

Pittencrieff Park, Dunfermline Nigel Hackett

We have recently been appointed to prepare an Action Plan and submit an application to the Heritage Lottery Fund for the regeneration of Pittencrieff Park. Our expertise and understanding of the Heritage Lottery Fund programme was particularly helpful in this appointment. We have formed a team which includes landscape, planning, leisure and tourism, architectural, and quantity surveying specialists. The project also involves the design of a play area to celebrate the gift of the Park to the town by Andrew Carnegie one hundred years ago. Fee Scale F

Scotland's Native Trees and Shrubs Nigel Hackett

This publication has just rolled off the printing presses and was prepared for the Scottish Executive to provide a designer's guide to the selection, procurement and use of native trees and shrubs in road landscape. The publication was launched by the Deputy Minister for Enterprise, Transport and Lifelong Learning and is in full colour. Copies can be obtained from Nigel Hackett.

Congratulations [Bathgate; Leven; Aikman]

Gordon Bathgate (Glasgow Office) completed 10 years service this month.

Andrew Leven [S, Glasgow] for winning the local ICE Graduates papers competition with his presentation of his scheme assessment work on the A1 Belfast-Dublin road near Newry in Northern Ireland. In particular, his paper concentrated on the use of GIS Combined Constraints Modelling as an assessment tool. Andrew's success follows that of **Simon Shillington** [S, Glasgow] who won last year.

Andrew Aikman (SWSL, Edinburgh) and his wife Julia on the birth of their daughter, Anna, on 24th May, weighing 7lbs 8oz, a sister for Kirsten.

ScottLight 350-28 June 2002

Scott Wilson Pension Scheme-New Trustee From **Bob McGowan [SWHL][**McCafferty**]**

At the SWIHL Board Meeting on 17th June, **Jim McCafferty** [S, Glasgow] was appointed a Trustee of the Scott Wilson Pension Scheme.

Another Major Project: **Stirling/Alloa/Kincardine Ian Hay [SR Glasgow]**

The Major Projects Unit has been successful with a bid to Clackmannanshire Council to develop proposals to re-open the former Stirling/Alloa/Kincardine Railway in Central Scotland. The commission was secured as a result of a competitive quality/cost competition and will provide our Client with a draft Scottish Private Bill (SPB) to be submitted for powers to reconstruct and reopen the 23km route. Our principal contact with the Employer will be via Babbie Group who will project manage the overall project on behalf of Clackmannanshire Council.

SWR have formed a strong team to lead the development work, which will involve multi-disciplinary engineering teams, environmental impact assessments and legal services in developing the SPB. The Major Projects Unit in Glasgow will project manage the commission and lead the permanent way, signalling and railway engineering input. SWS will inspect and assess work required to the numerous structures along the route and will also develop geotechnical proposals. SWS from the Edinburgh office will lead the environmental impact assessment work and will deliver an Environmental Statement to support the SPB application.

The team also includes Jarvis Rail who will provide costing information together with advice on implementation strategy. A strong link is emerging with Jarvis on this and other projects where our

collective skills are being pooled to provide a more integrated service to Clients. Land Aspects and John Kennedy & Co. who will provide land referencing and parliamentary agents expertise respectively complete the team make up.

The appointment confirms SWR's and the Major Projects Unit's growing expertise and reputation for the successful upstream development of rail projects to suit TWA (Transport Works Act) or SPB applications for powers to construct new railways. This commission will follow on from similar work associated with WCRM (West Coast Route Modernisation), ECRM (East Coast Route Modernisation) and the Waverley Rail projects. It is encouraging to note that the external team members were keen to sign up with Scott Wilson on an exclusive basis for this commission and the relationships being developed with these firms will hopefully provide further future opportunities to work together on similar projects, providing Clients with an integrated, seamless service. Project Manager for the commission will be Andy McCracken, with Ian Hay as Project Director. Fee Scale C

ScottLight 351-5 July 2002

What's on your Mind? A Pending Greek Tragedy??? Dimitrios Legakis

Sounds More Like Another Greek "Plate-smashing" Fiesta

Brian Hyland's return to Scott Wilson after his 4-year spell in the Athens' Metro was accompanied by an article (ScottLight Issue 349), presenting a comical yet gloomy picture of the prospects of success for the Athens 2004 Olympic Games. Although it has been widely acknowledged in Greece and abroad that much is still to be done until the opening ceremony in 2004, the experience from past Olympic Games confirms the fact that most host cities are almost never ahead of schedule and often are behind it. Similar worries had been expressed for Sydney, Atlanta and Barcelona, in the near past.

Scenarios similar to that out of Hitchcock's thriller movies, presented about 2 years ago in the British press, went as far as to say that the International Olympic Committee (IOC) was preparing contingency plans to "snatch" the Games from Athens and give it away to Seoul or Barcelona. How wrong were they... Athens never promised to "match" any other Olympic Games. Athens never promised any "Foster's" or "Coca-Cola" Games. Athens just promised to show to the rest of the world how modern Olympics should really be held while keeping alive the ancient Olympic spirit and ethics associated with them...values that have really been missing from the Olympic Games of the recent years.

What has been overseen is the fact that organising the Athens 2004 Olympics is not an issue of an organising committee or a government bureaucracy. It is a matter of a whole nation and its people, a nation that cherishes its tradition as the ancient birthplace of the Games. As a matter of fact, Greeks take great pride in organising the largest and most extravagant athletic event of the world, which has its roots in Greece. Pride can never be underestimated in Greece, and it will be the great force behind all organising efforts. Bureaucratic issues and technical details can be debated forever. However, the Greek state has put all its financial and organising weight to this effort, which can only be destabilised by destructive criticism. Also, one should never disregard the fact that the effort will not be shared only by the Greek population living in Greece, but also by the 7 million Greeks and those of Greek descent living abroad. I am confident that the tremendous financial and human assets of the Greek population around the world will definitely tip the scale in favour of a successfully organised world athletic and cultural event that will go down in history as one of the brightest Olympics in the modern era.

Fingers crossed, in two years time there will not be any drama with the Olympic Flame lifting mechanism; or with the fireworks rehearsals burning the surrounding parks as in Sydney. Therefore, those of you who are planning to visit Athens in August 2004, I recommend you to do so, in order to witness one of the most unique, original, pure and unmatchable celebrations of the humankind. The rest of you "just watch it on TV", as Brian Hyland suggests, while thinking why Britain hasn't held a major sporting event of that magnitude since the 1966 World Cup

ScottLight 352-12 July 2002

Athens 2004 Olympic Games **Jim McCafferty**

Well done Dimitrios. Your broadside (in Issue 351) put the uncivilised sceptical hoards in their place!! If your fellow countrymen have organisational abilities anything like as good as your command of the English language, the 2004 Olympic Games will be well worth the visit. I think it's time we got you involved in remedial classes for the linguistically challenged report writers and ScottLight correspondents lurking out there!

ScottLight 353-19 July 2002

Promotions in Scotland [**Frew; Webster; Bathgate; Adams; Bradley et al**]

from Geoff French [HMB]

To Level 4.3: **Alan Frew; David J Webster** Technical Directors.

To Level 4.2: **Gordon Bathgate** Contracts Consultant.

To Level 4.1: **Peter Adams** Principal Engineer. **Stephen M Bradley** Principal Engineer.

To Level 3.2: **Stephen Camp, Jason Gillespie, Michael MacLean, Ross Macphie** Senior Engineers.

To Level 2.3: **Garry Dawson, Graham Lamont, Richard Kilner**, Senior Assistant Engineers.

Guidance On Development Of Offshore Renewable Energy Projects **Sue Bell**

The environment team in Edinburgh has just been awarded a contract from Scottish Natural Heritage to provide guidance on the development of offshore renewable energy projects. The guidance is to inform staff about these developments to assist them in responding to new proposals as they arise. The guidance is likely to cover the range of technologies which are being developed (wind, wave and tidal), the state of development of the technology, site requirements, areas likely to be developed, the financial and legislative controlling mechanisms, key contacts and the associated environmental impacts (focussing on ecology, landscape and public amenity). A number of case studies are to be reviewed including the proposed wind farm in the Solway Firth, new wave schemes in Islay, and the new offshore renewable energy technology centre in Orkney. This project represents a follow-up project to guidance prepared by Scott Wilson on the topic of inter-island links which has since been published by SNH. [Fee Scale H]

ScottLight 354-26 July 2002

Congratulations to Norrie Kitson (SWSL, Edinburgh) and his wife **Joanne** on the birth of their son, Callum Lewis on 29th June, weighing 9lbs 3oz, a brother for Fraser.

Welcome to Cheryl Simpson who joined SWSL in Edinburgh as Office Junior on 1st July.

ScottLight 357-9 Aug 2002

J Harrop Promoted to Facilities Management Account Manager Vulcan Thurso

from Andrew Friedrich [SP, Basingstoke]

Congratulations to Julian Harrop who has been promoted to Facilities Management Account Manager Scotland. Julian provides a wide range of consultancy services to Rolls Royce at the Vulcan site, Thurso, on the North Scottish Coast and to the army at various sites in Scotland. The Vulcan site is a complex research and development facility. Julian provides a complete technical support service for the property estate including:

Repairs - ranging from identification of the defects and repair strategies to preparation of specifications, estimates and finally work supervision

Advising the client on contract strategy, budgets, health and safety and changes in legislation
Building and statutory inspections

Maintenance planning and space planning Julian also travels throughout Scotland in support of an Army Communication Contract. Unusual client sites which fall under his remit include a mountain training facility in West Scotland and Ness Battery, a Second World War defence facility in Orkney.

Opportunities exist in Scotland to develop business with new and existing clients. There are a number of large companies in the Dounreay area where business is growing. Scott Wilson hopes to be included on the tender list for the Mechanical and Electrical Systems Surveying Services for the Northern Constabulary. This police authority has properties located throughout the Scottish Highlands and Islands. Our strong in-house mechanical and electrical capability, together with the team at Vulcan and our premises at Saxa Vord, demonstrates our local capability and will play a significant part in the selection process and any ultimate service delivery. The Scottish team are confident that they are well placed to exploit these and other opportunities.

Scottish Highlands Water Resources David Wright

Scott Wilson has been working for Scottish Water over the last two years on water abstraction schemes in the Western Highlands. The work is related to new Water Treatment Plants for a number of remote localities from the Fort William area up to Ullapool.

Our involvement has increased over this period, and we are now managing seven of these schemes. These include both run-of-river as well as impoundment (loch storage) systems. Engineers and ecologists from the Edinburgh, Glasgow, Inverness and Leeds offices have been involved in developing schemes that will meet both supply needs and environmental criteria. We have also commissioned hydrological surveys, and these are ongoing in some catchments to provide long-term indications of low flow characteristics.

Consultations are under way with statutory consultees including the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage, landowners, and fishing rights owners. We have had particularly close interaction with SEPA in setting environmental objectives and abstraction limits that will conform to the Water Framework Directive.

Two of our schemes are being used by SEPA as pilots in setting policy for water supply abstraction throughout Scotland. The first scheme will be completed in August, with two further schemes this year, and the rest to follow. [Fee Scale G]

ScottLight 357-9 Aug 2002

The Smell of Napalm [ipd Social Day] Ross Mitchell

"What's your name soldier?", "Scott, Sir" the private replied. As they lay as still as they could, both soldiers realised that the reason for the bloody battle ensuing before their eyes lay in their ditch beside them.

They had the Red Flag.....

Yes, the ipd social day out for the Scott Wilson Scotland was a paintball battle in Houston just outside Glasgow. The day was very well attended but unfortunately Newcastle and Inverness graduates were unable to disperse the rivalry which was growing between the Glasgow and the Edinburgh ipders. After bridges and towers were seized and the forest had had a fresh lick of paint it was Edinburgh who came out victorious.

There were several highlights to the day. Glasgow's stroke of strategic genius in successfully storming the tower was only matched by their error in judgement in sending an unarmed runner at the start of the final game to get the flag (thinking he would be quicker if he didn't have a gun!). After an intense afternoon a bit of SWSL bonding was required so we retired for a few refreshments to a Glasgow pub. By general consensus everyone had a terrific time and hope that next year's event can grow on this success.

ScottLight 358-16 Aug 2002

More Scottish Soap from BBC Kenny O'Hara [Shillington; Monaghan; Ogilvie; Langdale]

Project managed from Glasgow, with structural engineering services provided by Edinburgh, Scott Wilson were appointed by the BBC in May 2001 to act as consultants to develop the design for the film set for the production of a new Scottish soap opera. The drama, that is said by the BBC to represent 'Modern Scotland', will be set in a fictional district of Glasgow based on the Yorkhill / Partick area and will be screened twice weekly to viewers north of The Border. Scott Wilson's star studded cast delivering consultancy services comprised Kenny O'Hara as Project Manager, Simon Shillington

as civils designer and **Mike Monaghan** as structural engineer. Walk on parts were also played by **Derek Ogilvy** and **Lee Langdale**. Now complete, the total cost of developing the facility was £10M, with £3.0M of this being spent on the civil / structural elements that consisted of the construction of a new external set with tenement buildings, shops, and a pub (all constructed in timber with a render finish) as well as roads, landscaped areas and the associated drainage – all of which were designed to deliver the effect of an early 1900's streetscape (to which the contractor says "build a road that's rutted and cracked, that'll cost you extra sir").

The set also includes a doocot (pigeon loft), a common sight throughout Glasgow's tenement districts that were originally built to lure sporting pigeons. One would have thought however that slightly more incentive would have been required than a wrinkly tin tower and a group of locals staring skyward with cans of Special Brew in hand to attract any living creature to Possil or Maryhill.

In addition to the construction of the set, four of the old bonded warehouses within the former J&B Bottling Plant in Dumbarton where the set has been constructed were converted to provide car parking, office, an internal set and workshop facilities. To quote The Herald, the attention to detail in the production of the set 'has been impressive'. However final judgement may be reserved until the licence paying public get sight of the set in the autumn. Fee Scale E

Congratulations to **S Briggs and K O'Hara**

Congratulations to the following members of staff who have completed 20 years' service:
Susan Briggs - SWSL (Newcastle Office); **Kenneth O'Hara** - SWSL (Glasgow Office).

ScottLight 360-30 Aug 2002

Congratulations to **L Clark and J Gillespie** who have completed 10 years service:- **Lyn Clark** & **Jason Gillespie** - SWSL Glasgow.

ScottLight 361-6 Sept 2002

Bob McGowan Retires **Geoff French**

Bob McGowan retired last week after a long and distinguished career, most of which he spent with Scott Wilson.

Bob graduated from the University of Strathclyde in 1960 and more than half of his career since then has been as a Partner and Director of Scott Wilson – a remarkable record.

After an initial period in contracting which took him to Zambia, London and Canada Bob joined Scott Wilson in 1967. He then worked in Glasgow and Nairobi before moving to Basingstoke in 1994 and becoming Chairman of Scott Wilson in 1998.

Bob's career with Scott Wilson has included a wide range of projects in the UK and overseas. In and around Glasgow there are many projects for which he has been responsible including the **Renfrew Motorway Stage I, Townhead Interchange Stage II, Ayr Motorway Stage I, Dumbreck Road Connection** and structural investigations on the problems of the **Kingston Bridge**.

He was also responsible for the design of some **50 new bridges for Abuja**, the new capital city of Nigeria and for viaduct and elevated ramp designs for **Tuen Mun New Town** in Hong Kong.

Bob's period in charge of the Glasgow Office saw him being responsible also for a large number of projects including a section of the new **M74**, a two year planning study for **Rosyth Naval Base**, a feasibility study for **a new railway in Scotland** and an 85 metre **prestressed concrete canal aqueduct**. Since moving to Basingstoke Bob has concentrated primarily on corporate issues.

Bob has held a number of senior positions with professional associations. He was Chairman of the ICE Glasgow and West of Scotland Association in 1991-92, a member of the ICE Council from 1992 to 1995. He was a member of the Editorial Board of NCE from 1983 to 1986 and again from 1992 to 1995. Bob was Honorary Secretary of the ACE, Scottish Group from 1987 to 1994 and a Council Member and Chairman of the Scottish Branch of the Chartered Institute of Arbitrators from 1993 to 1995.

Dinners have been held for Bob and Mavis McGowan in both Glasgow and Basingstoke at which the continuing development of Scott Wilson over the period of Bob's career has been noted. In 1967 we had only two offices in the UK and around 600 staff worldwide.

By 1981 when he first became a Partner we had three offices in the UK and just over 1000 staff with 80-90% of our work overseas. Today we have around 2800 staff worldwide and offices in 25 towns and cities in the UK alone. Whilst Bob is happy to acknowledge that this growth was the result of a significant team effort it does remain a great record for him to look back on.

You are likely to see Bob around the Basingstoke office for some time yet as he will be continuing to assist us on a number of fee earning projects.

We all wish Bob and Mavis a very long and happy retirement.

International Board Titles Geoff French [McKittrick; Davies; Kwong]

Following Bob McGowan's retirement and the restructuring of the International Board the titles to be used are as follows:-

Geoff French Group Chairman; Bob McKittrick CEO Europe; Simon Davies CEO Asia-Pacific; Martin Kwong International Director, Chairman Hong Kong

ScottLight 362-13 Sept 2002

What's Going On? £3million+, Scale B- £600,000 - £2,999,999, Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 -£199,999, Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H- Up to £9,999.

Cerium Building, Glasgow for Defence Estates Andrew Aikman [Kitson; Mitchell]

Scott Wilson was appointed under the Defence Estates Partnering Agreement to provide Advisory Services to Defence Estates for the relocation of their offices in Glasgow. The existing city centre offices are located in Wellesley House and the new office accommodation is to be provided in a new commercial development, the Cerium Building, next door.

Following the agreement of the lease terms between the MoD and the Commercial Developer, Scott Wilson was tasked with providing project management services to oversee the procurement of the fit-out works on the 4th and 5th floors and a basement storage area of the building. Our PM Team, lead by Norrie Kitson and assisted by Ross Mitchell, developed the design to meet the MoD's office, spatial, management and storage requirements and successfully met the challenges posed by a very tight programme, strict security requirements and the day-to-day coordination of the works with the activities of the co-tenants and their contractors. The project was handed over on Sunday 1 September 2002 and, on completion of the IT installation, the MoD took occupation of their new office accommodation on Monday 9 September 2002. Following the success of this project, Scott Wilson has been appointed to oversee the fit out of new offices for the Defence Housing Executive in Rosyth. Fee Scale G

Welcome to Steve Harding who recently joined the Edinburgh office on a temporary basis and has now been appointed a Graduate Planner with immediate effect to boost the planning and environmental team.

[Remove Line]

Newcastle Office Gordon Philpott [Briggs et al]

As we are still a relatively new office we thought we could bring everyone up to date with our staff.

New starters: Ashok Hirani & Rebecca Jackson (G), David Marshall (PE)

The full complement of 15 staff also includes:

Susan Briggs Associate, Dave Carribine Senior Engineer, James Caufield Senior Technician, Neil Cross Technician, Anwen Davies Assistant Engineer, Garry Dawson Senior Assistant Engineer, Greg Fullerton Technician, Richard Kilner Senior Assistant Engineer, Paul Kirk Administrator, Gordon Philpott Principal Engineer, Kate Smith Graduate, Paul Smith Graduate.

Retirement Party for Bob McGowan in Glasgow Ronnie Hunter [McCafferty]

On his second last day with Scott Wilson, Bob retraced his steps to the Glasgow Office where he joined the firm in 1967. As welcome gatecrashers, Bob and Mavis joined the staff for the end of the month social gathering. After one or two speeches Jim McCafferty presented Bob with a print of the Charing Cross area and the Staff followed up by giving him a framed montage of staff, past and present, together with photographs of some of Bob's projects all within the shape of the Scott Wilson mark.

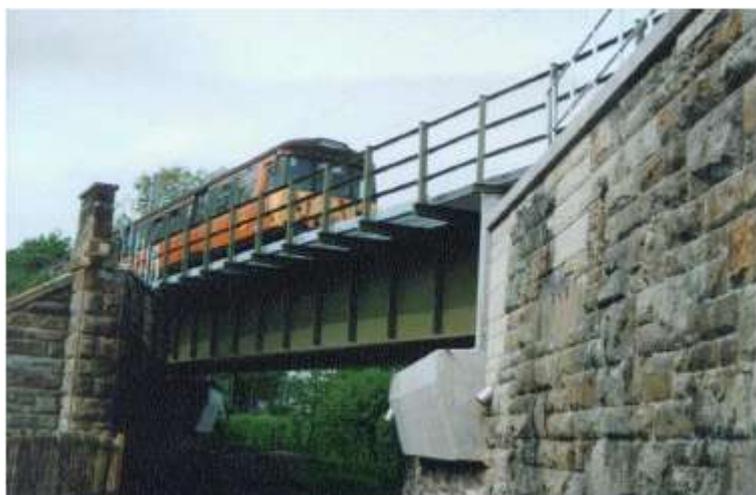


Just like the speeches the night went on and on.....so much so that Bob was last seen in the office the next day, his last with Scott Wilson!!

ScottLight 363-20 Sept 2002

What's Going On? Scale A - £3million+, Scale B- £600,000 - £2,999,999,
Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999,
Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

National Rail Awards 2002: Underbridge 11, Milngavie. Mike Hackney



Continuing on from recent successes in winning national awards for excellence in railway bridge design, Scott Wilson picked up a "Highly Commended" award in the Project of the Year category at

the National Rail Awards 2002 ceremony, which was held at the London Hilton on 5 September. The award was for the design of the replacement of **Underbridge 11, Milngavie**, which carries the electrified Glasgow to Milngavie line over the main water supply to Glasgow.

The existing structure was highly skewed, (67deg), and had to be replaced during a 54 hour weekend possession of the line. Disruption to the water supply was strictly prohibited and no increase in foundation loading was allowed. The innovative design solution involved removing the track ballast and developing a modern all-steel "way-beam" superstructure, thereby reducing the permanent loads; the rails being fixed in a polymer rail support system. The skew was reduced to a manageable 30° by the design of special pre-cast concrete abutment capping beams.

The site was very restrictive and therefore the major elements were prefabricated remotely and transported to site immediately prior to installation, which limited their overall dimensions. Furthermore during assembly on site all the elements had to fit together precisely, requiring careful design, detailed planning and precision timing. During the possession in February 2002, the existing bridge was demolished and the new structure erected and opened to traffic well within the available timescale.

The replacement of Milngavie Railway Bridge is a first class example of how innovative design, teamwork and meticulous planning are helping to deliver the modern railway infrastructure demanded by the Government and the travelling public.

In Scotland, it is the first major railway bridge to use a polymer rail support system, and only the second time it has been used on a mainline bridge in the UK. The structure is in a highly sensitive location, and the fact that this difficult and demanding project was completed on time, within budget and to the satisfaction of the Client demonstrates a combination of ingenuity, teamwork and skill by all concerned. (Fee scale E)

What's on your Mind? [Silly content in ScottLight!] Nick Blake [RC, Basingstoke]

I don't know if it's just me that thinks this, but has anyone noticed that some of the content in ScottLight is not only becoming sillier by the week but also irrelevant to the staff. We hear cries from the regions that it is Basingstoke based and I agree. I would like more reports from the other offices on projects, people and items like Jonathan Hart in the Philippines on the roads project or Peter Guthrie on the Johannesburg summit. How about decisions made by the HMB that may affect staff in the future? Health & Safety issues?

Can we cut out the silly stuff like Adam and Eve jokes that could be viewed by some as sexist! Lets not even think about the silly saga of the missing gnome in Basingstoke! If we are to distribute something that is meant to be of interest to all staff and not just a waste of paper, can we address the issues that are important to all staff more and cut out the trivial please!

Am I alone in this?

PS This is not 'having a go' at the editor before anyone gets the wrong idea!

Editor: This wasn't the only objection received to the Adam and Eve jokes, although others treated them more light-heartedly. However, it's probably time now to call a halt to them.

ScottLight 364-27 Sept 2002

What's on your Mind? The Cycle Allowance announcement Issue 363 David Ashton

Is this a 'try on', a gimmick or what. You are sure to get quite a big reaction. A short comment from myself. People can read as little or as much into it as they wish. Obviously, this does not apply in Scotland yet, but why not !! A cycle allowance. Absolute rubbish. On what basis.

Environmentally friendly? Reducing dependence on the car? What about the poor people living a way out of town who must either use the car or public transport. Indeed, on any grounds, anybody using public transport, walking, cycling, leaving the car out of town, etc should get an allowance for reducing congestion on the road.

Rather than it just being a Scott Wilson affair, perhaps it should be national policy and we should all get a tax rebate for using public transport more. Based on what though ?? Amount spent per year. Reduced mileage in the car (but how to monitor). I, myself come to work on the train. I am sure you will hear more from others !!

ScottLight 366-11 Oct 2002

Leavers: Peter-John Meynell Back to the Mekong

from Peter-John Meynell [S, Edinburgh]

As some of you will be already aware, I have been offered the position of Team Leader for the Mekong River Wetland Conservation Programme. This is being coordinated by IUCN – The World Conservation Union and being funded by UNDP/GEF and the Dutch Government. It is a five year programme with a US \$ 30 million budget aiming to demonstrate sustainable wetland management and biodiversity conservation, and to develop national and regional wetland policies in the four countries of the lower Mekong River – Thailand, Laos, Cambodia and Vietnam.

I have decided to accept this challenging job and, as the initial contract is for two years based in Phnom Penh, Cambodia, I will be leaving Scott Wilson at the end of this year.

Being in this region I hope to be able to retain an involvement with the Yunnan Environment Development Programme, albeit minor, and I am sure that there will be opportunities to watch out for upcoming projects for Scott Wilson in the region.

ScottLight 369-1 Nov 2002

TOWARDS 2020...A VISION FOR THE FUTURE Geoff French Chairman October 2002

On behalf of HMB and myself, I welcome you to "**TOWARDS 2020, a vision for the future of Scott Wilson**". This is the initiative that will define our Corporate Strategy for the next 5 years and beyond, and provide a sense of leadership and purpose to the future business of Scott Wilson. It follows directly from the questions that were raised by many of you during our 2001 staff survey.

In July 2002, I commissioned our Business Consulting Group in London to investigate the range of strategic planning processes appropriate to our business, and to design a strategic planning framework for the firm. With the help of expert advice from Strategy Consultants OC&C, HMB has now authorised a significant budget for preparing and delivering a corporate strategy in time for the 2003/2004 business planning cycle.

"TOWARDS 2020" is a comprehensively structured and disciplined process by which we will define our future. The conclusions will be based on data that is forward looking, market facing and researched with rigour. The process is designed to be refined in future years.

I am chairing the Strategy Steering Group that also comprises Martin Nielsen, Geoff Redwood and Steve Brundle.

Anders Borregaard leads the Strategic Development Strategic Planning (SDSP) group comprising Debra Power, Swallow Sui, Heather Heaton, Neil Robertson and a Team Organiser. Mark Smith and OC&C support this group, and others will be co-opted as the analysis evolves. A dedicated operating base is being established on the lower ground floor area in Scott House, Basingstoke for the duration of this work.

A key aspect of this project is the direct involvement of all of the OU's in "TOWARDS 2020". Within each OU, a strategy team is being formed comprising the Chairman, Business Development Director and Business Administrator. Their first task is to collect and validate information about our business as a critical building block for this work.

In addition, MBDG has been tasked with conducting targeted and detailed interviews with our clients. Ronnie Hunter will chair an MBDG sub-group to organise and deliver this aspect.

In order to test and challenge the strategy as it evolves, a cross-section of staff has been assembled to form a Future Forum. This sample has been selected to represent a "diagonal slice" across the firm, ensuring a balanced and appropriate mix of OU, discipline, grade and gender representation.

Finally, I would like to encourage your direct participation by inviting you to submit your views directly to SDSP using TOWARDS.2020@scottwilson.com or TOWARDS 2020 in the email address box. I propose to issue further TOWARDS 2020 updates as we proceed on this course, which I believe is of fundamental

ScottLight 371-15 Nov 2002

Welcome to Karen Blake who has joined the Edinburgh Office as a Senior Ecologist.

New Site Staff on A8 Major Maintenance Project [Shearer; McMillan et al]

Bill Shearer as Assistant Designer's Site Representative (ADSR)
Neil McMillan who returns to SWSL as ADSR (after a spell in the Caribbean Islands)
Sandy Wood & **Jason Sahagun** as Inspector of Works.

Engineer's Rep: A78 Ardrossan, Saltcoats & Stevenston Bypass [Bickett; Hindshaw]

We are looking for a senior engineer for the post of Engineer's Representative for the £26m, **A78 Ardrossan, Saltcoats & Stevenston Bypass**, in Ayrshire on the west coast of Scotland.

The successful candidate will be a senior chartered engineer, with significant experience of the post of Engineer's Representative on Design & Build schemes, preferably to the Scottish Executive's standard form of contract for Design & Build schemes. Experience of other facets of Design & Build would be advantageous. The successful candidate is unlikely to be below 35 years of age. Initially the successful candidate will be required to attend Tender Consultation Meetings during the Tender Period. This will involve an intermittent input building up to full time involvement on the award of the Contract in April/May 2003. The successful candidate will be rewarded with excellent salary and conditions of employment. Please contact **Alex Bickett** or **Simon Hindshaw** at the Glasgow offices for more details or to register your interest.

ScottLight 377-10 Jan 2003

Improving Scotland's Passenger Railway System [Marwan Al-Azzawi]

Scott Wilson Scotland Ltd and Scott Wilson Railways have been working together to help ScotRail (Scotland's national railways operator) and their parent company National Express Group to develop a range of proposals to enhance the Scottish passenger railway network. During the last 5 months, we have devised and tested a number of improvements to existing train operations and a series of new services, covering most of the country. The detailed work included:

- Transport planning and strategy development
- Data assimilation and analysis
- Stakeholder consultation
- Developing various new Options and Train Operating Plans
- Multi-modal transport modelling and forecasting
- Options Appraisals using STAG (Parts 1 and 2)
- Environmental assessments
- Safety analyses
- Economic evaluations, including wider economic impacts
- Accessibility and social inclusion benefits
- Integration, with policy in addition to other transport modes
- Performance testing and amendments to the ScotRail Performance Regime
- Business Case preparation and preparing a Funding Bid
- Negotiations with officials in the Scottish Executive and the SRA on behalf of the Client

The final Railways Improvement Strategy (RIS) comprises a comprehensive package of enhanced services including 22 new high quality train sets (66 coaches) to provide additional services, re-allocation of over 100 existing train sets (over 300 coaches), tighter performance regimes, improvements to timetables and journey times, new fares initiatives, and covers more than 65% of Scotland's railway network and over 2.2 billion passenger-kilometres of rail trips per annum. The positive effects of the new improvements are estimated to benefit nearly 1.5 million jobs and around 3 million people in Scotland, and our Funding Bid was successful in obtaining the required additional subsidy costs of over £21 million over the next 2 years.

ScottLight 381-7 Feb 2003

East Coast Main Line Upgrade G Lindsay [R, Glasgow][Doubal; Hackett et al]

Scott Wilson have just completed the last in a series of feasibility and design development reports for Railtrack's £3bn ECML Upgrade project. Our work has ranged from operational modelling to site

investigations and has presented the team with some of the most varied and challenging problems that an engineer would hope to be involved in.

Whilst the scheme offered tremendous engineering challenge and satisfaction, the project also offered a great opportunity for the Group to work together in a united effort. In total some 13 offices were involved, each contributing their own specialist skills in an environment of cooperation and mutual support. Indeed this was the first project that our new colleagues in Knight Piesold had an opportunity to contribute to a Group wide project.

Our Client has been extremely happy with the quality of our work and the service they receive and it is unfortunate that the overall project has just recently been shelved by the Strategic Rail Authority in favour of the much publicised **West Coast Route Modernisation (WCRM)**. However, all is not lost, as the good working relationships that have been established on the ECMLU will be migrated to the WCRM –so watch this space.

In the meantime credit is duly given to the hard work and effort of the participating Scott Wilson offices noted below (starting from the North):

SW Glasgow Railways-Project Management; **SW Scotland – Roger Doubal, Geotechnical team; SW Edinburgh – Nigel Hackett, Environmental team;** SW Manchester – Steve Black, Structures team; SW London (and Telford) – Paul Gray, Planning Supervisors; SW Chesterfield – Keith Jeffries, Bridges team; SW Knight Piesold Derby – Chris Nicholas, Geotechnical team; SW Basingstoke – Chris Ford, Geotechnical team, Stuart Coventry, Environmental team; SW Swindon – John Perkin, P-way team, Rob Tidbury, OLE team, Gareth Clarke, E&M team; SW Basildon – John Harper, Infrastructure team; SW Crewe – Mark Betteley, Telecom team; SW Nottingham – Matt Brough, Pavement team.

A well deserved congratulations to all involved in the project. (Fee Scale A)

ScottLight 387-21 March 2003

What's Going On! Scale A - £3million+, Scale B - £600,000 - £2,999,999,
Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999,
Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

A66 Temple Sowerby Bypass Public Inquiry John Forshaw

It is some time since David Webster announced in this publication SWSL's excursions south of the border to work on a number of commissions for the Highways Agency.

In December 1999, SWSL was appointed to develop proposals for the A66 dual carriageway bypass of Temple Sowerby in Cumbria. I write to report significant progress having just returned from the recent Public Inquiry.

Temple Sowerby is a small village of about 300 inhabitants but is the largest community on the route not to be bypassed. The village is set in a sensitive rural landscape of very high quality and any bypass requires to cross the adjacent River Eden - SSSI (Site of Special Scientific Interest), cSAC (candidate Special Area of Conservation) and one of England's finest rivers.

The A66 trunk road currently bisects the village bringing about 13,000 vehicles per day and rising with an HGV content of over 25% making the village centre about as tranquil as the Gaza Strip. Numerous high level campaigns have been driven by locals to promote a bypass, including stopping traffic on Easter Monday, 1984. This drew national media attention and village representation in London to the then minister, Lynda Chalker. However, despite various Government promises, little progress has been made in the last 30 years..... Cue the arrival of Scott Wilson.

On setting project objectives at the inception partnering workshop Scott Wilson put forward 'No Public Inquiry'. Our colleagues from the Highways Agency laughed. They were right and we were wrong - but only just.

Following a well received Orders exhibition in June 2002 only a handful of objections were received, most of which were merely markers for compensation. These were all resolved through our ongoing efforts. Most others who objected choose not to appear at the Inquiry clearly recognising that we had put forward a robust scheme which was well thought out taking full consideration of the associated environmental impacts.

There was clearly a case for not having an Inquiry, but for the Highways Agency's need to see out democracy. In the end the Inquiry was relatively short and straight forward. The main issues came from the neighbouring village, who also wanted a bypass, and from the Rambler's Association who asked for an underpass which interestingly half the village doesn't seem to want in any case. The

Inspector can decide. We didn't get the chance to provide our rebuttals to the big issues. It appears bridging the cSAC wasn't so contentious after all.

Our presence at the Inquiry all seemed a bit heavy handed but a favourable outcome is anticipated and we look forward with confidence to the Inspector's recommendation (with or without the underpass).

As a new client to SWSL we would hope the Highways Agency are pleased with our performance on this project. Meeting targets and delivering schemes is the key objective for the Highways Agency TPI team (Targeted Programme of Improvements) and in terms of the Bypass of Temple Sowerby there has been extremely good progress over the short time Scott Wilson has been involved. We therefore look forward to continuing the commission and also to our annual performance appraisal update which is due shortly.

ScottLight 389-4 April 2003

Strategic Planning Geoff French [SWHL]

Towards 2020, the strategic planning process that Holdings Management Board has been progressing since the autumn of last year, is now almost complete. The Future Forum, Marketing and Business Development staff from each Operating Unit, and others from across Scott Wilson have contributed to the process that covered, amongst other things, the following:

SWOT analyses; Shareholder objective; Company performance; Client feedback; Competitor analyses; Markets

Emerging from this process was confirmation of the following five key business objectives: Increase profitability; Improve cash flow; Encourage sustainable and profitable growth; Reward leadership in people management; Recognise and encourage collaboration and professional excellence across Scott Wilson

It was also agreed that, over a period of time, the company would move towards market-focused businesses in a number of identified sectors whilst recognising the strength of the current geographical dimension. In addition, it is the intention to move towards one level of share ownership throughout the Scott Wilson Group.

The first moves towards the new structure are being made ahead of the completion of the overall strategic planning process so that they can be in operation at the start of the next financial year. In the process of preparing their Business Plans for 2003/2004, PPA, RC & SP Operating Units identified that considerable synergy exists in the work that they currently do and would like to build on this and look for positive ways to grow their businesses.

It has been decided, therefore, that these three units should be combined into one Division as of 1 May 2003.

From 1 May 2003 the company worldwide will consist of the following six Divisions: Railways; Central; Scotland; New Division; International; Asia Pacific.

Notes on the Divisions.

Railways, Scotland and Asia Pacific Divisions will remain as they are currently structured.

Central Division will comprise the current C OU + SW Piesold Derby. In addition SWPE will report through Central to the Board but will remain autonomous.

The **New Division** will be formed by the merging of the current staff and workload of PPA, RC & SP + GSG from SW Piesold. **Bob McKittrick** will become Chairman of the New Division and together with **Jerome Munro-Lafon, Peter Guthrie** and **Chris Sketchley** will form a new Board with overall responsibility for running the Division. A final decision has not been made on the name for this Division but it will be one which reflects the range and diversity of the markets that it addresses.

International Division will comprise the current IO OU + SW Piesold Ashford + SW India. In addition Africa will report through International to the Board although the details of this arrangement are still being finalised.

ScottLight 392-25 April 2003

Congratulations [R Hunter m R Lightbody]

Best wishes from the staff of Scott Wilson Scotland to **Ronnie Hunter**, Director, Glasgow on the occasion of his wedding to **Rhona Lightbody**, also of Glasgow office, on Saturday 26th April 2003.

ScottLight 395-16 May 2003

Portrack Viaduct A Major Railway Bridge Replacement Mike Hackney

SWSL, ably assisted by colleagues at SWRSL, are currently putting the finishing touches to the design of a major realignment of the G and SW line at Portrack, Dumfriesshire. In recent years the line has seen increasingly used by freight trains hauling multiple coal wagons in addition to the local passenger service. Also the line is an alternative emergency route for trains using the WCML, and therefore its efficient operation is very important.

The centrepiece of the project is a visually striking 90 metre, curved, steel, truss-girder bridge spanning the River Nith. Overall, including approach spans, the new structure is 200 metres long, and with the new embankment measuring an impressive 1.6 kilometres in length, the project is reportedly the largest realignment scheme undertaken in the UK in recent times.

The existing 11 span bridge was constructed circa 1874 to replace the previous structure, which was washed away in a flood. It comprises twin wrought iron girders with a wooden deck and conventional ballasted track supported on masonry piers and abutments. Three of the piers are located in the main river channel, requiring the construction and continual maintenance of major scour protection works, which has resulted in significant disruption to the natural flow of the river and the passage of migratory fish.

The initial commission by Railtrack, in 2000, was for Carillion Rail in Alliance with Scott Wilson to design and construct underpinning works to one of the piers, which was beginning to show signs of severe distress. An inspection and preliminary assessment of the structure by SW confirmed their initial observations that there were serious problems with the long-term integrity of the bridge supports and the articulation of the bridge. Furthermore, a preliminary assessment of the main girders, which appeared to be in relatively good condition, revealed an alarming lack of live load capacity. Railtrack immediately imposed a Temporary Speed Restriction to ensure the safe operation of the line, and commissioned a full-scale independent assessment of the bridge by their Term Consultant. The results fully endorsed SW's own conclusions. This prompted Railtrack to commission SW and Carillion to undertake a feasibility study of the options available for the repair or replacement of the structure.

Working closely together SWSL, SWRSL and Carillion quickly investigated and evaluated a number of options for strengthening the structure and on-line and off-line replacement schemes, all of which were presented to Railtrack in a comprehensive report.

Following careful consideration of the report and discussions with Railtrack, it was agreed that in terms of economics, disruption to the line, maintenance, environmental impact and safety, an off-line replacement of the bridge was the preferred choice.

It was further agreed that a single span crossing of the Nith was essential, keeping the new supports well out of the normal river flow, thus minimising disruption to the existing aquatic regime.

Consultations were quickly arranged with all the relevant Government agencies, the Nith Fisheries Board, local interest groups and landowners. Mr Charles Jencks, an internationally renowned Architectural Historian, who by a happy coincidence happens to be one of the local landowners, provided architectural advice for the scheme. Much effort was put into the aesthetic appearance of the new bridge, which will be painted red and will be supported on red-concrete substructures to contrast with the greens of its rural setting.

On site, construction is now well under way with the new embankments and piling complete, and the supports beginning to emerge from the ground.

Meanwhile, Rowecord is fabricating the steelwork at their works in South Wales. The first sections are beginning to arrive on site, where over the next few weeks they will be welded together to form the main truss girders, each weighing 400 tonnes.

Site activity will reach a crescendo in July when the completed trusses will be lifted into position during a possession of the line, using a 2000 tonne mobile crane, the world's largest, which is currently on its way from Argentina. The new line is due to be opened on Christmas Day 2003. This

is a very exciting and high profile project, which further enhances Scott Wilson's reputation for the development and detailed design of major railway schemes. (Fee Scale B)

ScottLight 396-23 May 2003

Newcastle Takes a Starring Role on Chinese TV: Tony Buckley

The Newcastle office may not be the best known office within Scott Wilson, having only been in existence since June 2001, but its profile is about to take sudden rise when it is beamed into the homes of around 130 million Chinese TV viewers following its involvement in the **Challenge UK** game show, which was commissioned by the Foreign & Commonwealth Office as part of the Government's major campaign in China called **Think UK**, the aim of which is to promote and improve the image of modern Britain to China.

This four part TV series will be broadcast nationally in China this summer to an expected audience of 130 million. The series is a stylish and fast paced adventure game show featuring two teams of young Chinese and British people who communicate in both Mandarin and English and who will compete in a series of themed challenges for a prize of £20,000.

These challenge themes are connected with, and will promote, excellence in British Industry. They will focus on Britain's world class Advertising (Commercials) Industry, Design, and Engineering. One of the programmes is devoted solely to British Architecture and Design and the challenge is for the two teams, Scott Wilson and Arup, to each build a bridge on Baltic Square, in the Shadow of the Gateshead Millennium Bridge.



The teams were given the task of building a bridge to span between two abutments, which were 8m apart and to provide a minimum clearance envelope of 4m x 0.6m, a suspension bridge for the Scott Wilson team and a cable stayed bridge for Arup's. The structures were to be of a suitable size for the whole team to walk across. It was important that the two teams did not just assemble a flat pack bridge but they had some choice in the materials they used and more importantly there was the opportunity for them to get things wrong. The equipment they received on the day also had a few more rogue items thrown just to confuse things a little more! On the first day of filming mentoring of the SW Team took place in our Newcastle office where the contestants were tutored on the basics of bridge design. Due to the limited time available this was geared strictly to their challenge and it soon became apparent that the plans I had for mentoring the team would need modifying to suit the TV cameras. Day Two involved the two teams constructing their bridges using equipment kindly provided by Balfour Beatty. It turned out to be rather frustrating standing back and not getting involved especially when you see your team doing something that you know will cause them problems later in the day (after all problems make for better TV.....) but it didn't take them long to work out the old adage of "measure twice cut once" for themselves.

Having taken part in one of these programmes I will never be able to watch a TV programme in the same way. It would be unfair to say that what you see is fake, because that would be untrue, but there is a large degree of recreating of events that have already taken place. Any joke or off the cuff remark can be deemed worthy for inclusion in the programme and will need to be recreated and filmed from two or three different angles.

Both teams managed to complete their structures with time to spare, well seconds at least. The final judging for the challenge was undertaken by the Architect Jim Eyre (Wilkinson Eyre) and John

Johnson (Gateshead Council) who were both genuinely impressed by how much information both of the mentors had managed to impart to the teams, and by what they had achieved.

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The whole experience proved to be both very enjoyable and enlightening and as a result of my involvement Scott Wilson should get some excellent exposure in China when the programme is aired. The best part of the whole experience for me was watching the expressions on my team's faces change as they walked across their bridge. They started off with a look of complete fear as they stepped out onto the bridge expecting it to collapse beneath them, then with every step they took their expressions changed to joy and disbelief as they reached the other side, as they realised they'd built a bridge and that it really worked, even if it was a little on the lively side! By the way just in case anyone is interested.The team mentored by Scott Wilson emerged victorious over Arup's team by 16 points to 13.

ScottLight 397-30 May 2003

Congratulations [Laidlaw; Kitson]

George Laidlaw has completed 10 years service. He is currently based at the A1 Site Office.

Norrie Kitson of Edinburgh Office has completed 10 years service.

ScottLight 398-6 June 2003

Scott Wilson Ireland - Dublin Office **Niall Kavanagh**

Scott Wilson have been operating successfully on a significant scale in the Irish Republic for a number of years now. The larger fee earning projects have been carried out in conjunction with our two main Irish alliances i.e. T J O'Connor & Associates for 'building structures' and Malone O'Regan for 'roads'. The Airports/Ports and Transportation sections have also experienced considerable success in securing work in Ireland. In order to reinforce the work already won, but also to support the many other SW disciplines that have yet to exploit the Irish marketplace, we have established a SW branch office in Dublin. The office contact details are as follows:

Scott Wilson Ireland,
Arena House,
Arena Rd.
Sandyford,
Dublin 18,
Ireland.

Welcome to **Leaghann Watson** - Secretary, Edinburgh.

Leavers **[Simmonds, De Bold]**

Goodbye & Good Luck to: **Hannah Simmonds**, Secretary, Edinburgh; **Robert De Bold**, Graduate, Edinburgh.

Vacancies

Resident Engineer (temporary) **Rigside, South Lanarkshire – Level 3.1**

This is a temporary post running from August to November this year and May to June next year. It involves the supervision of a minewater treatment scheme for the Coal Authority at the former Douglas Colliery comprising pumping station and rising main, construction of settlement ponds and wetlands, inlet and outlet structures in reinforced concrete and drainage access roads fencing and landscaping works.

Senior Highways Design Professionals, Glasgow **[Frew; Hunter]**

Scott Wilson Scotland has for many years maintained an unrivalled position at the forefront of the highway design field in Scotland. Continued success in our various recent commissions has opened up several opportunities for highly motivated and experienced highway design professionals in a range of Senior positions.

The successful applicants will be chartered engineers, with several years relevant experience in highway design, management and procurement.

If you are interested, or wish to discuss, please contact **Alan Frew** or **Ronnie Hunter** on 0141 332 2258.

ScottLight 400-20 June 2003

Congratulations: Newcastle Office 2nd Anniversary

On 18th June 2003 the Newcastle Office of Scott Wilson celebrated their second anniversary. All of the staff here in the Newcastle Office would like to take this opportunity to thank the rest of Scott Wilson for their help and support over the last two years.

Buddy: SW Scotland Ltd Celebrates **Philip McKenna **[Bathgate; Crozier]****

At the end of last month around 100 members of staff from the various Scottish Offices were treated to a night out in Glasgow, compliments of Scott Wilson Scotland Ltd. This was to celebrate our extremely good financial success during the past year.

Eyebrows were raised on the day in question when each member of staff received a personalised envelope. Like a scene straight out of Mission Impossible, we were presented (should we choose to accept) with instructions, a theatre ticket and funds to take in a bar / restaurant after the show. Needless to say, not many declined.

At 4.30 the Glasgow Office closed, with senior members of staff enthusiastically leading the charge to the Kings Theatre Glasgow, via one of the numerous pre-theatre pubs, where shelter from the warm

summer's sun was just what the doctor ordered. Upon arrival at the theatre we were directed to Grand Circle where block bookings ensured good views of the stage, whilst enabling friendships to be re-established with colleagues from other offices. With the scene set the lights came down, the curtain went up, and so began the musical.... "Buddy".

The show's first half was very entertaining, mixing comedy and song, while charting the meteoric rise to fame of Charles Hardin Holley (that's Buddy Holly to you and me), from the his humble beginnings to the dizzy heights of Rock n Roll stardom.

During the interval **Gordon Bathgate** and **Eleanor Crozier** distributed ice creams to everyone. Although some theatregoers mistook them for theatre employees, Gordon persuaded them otherwise with his litigation skills whilst Eleanor beat them back with her handbag - Cheers guys. The second half continued where the first left off, with hits such as "That'll be the Day" "Oh Boy" and "Peggy Sue" encouraging folk to dance in the aisles and sing along. The show's finale handled the demise of Buddy Holly, the Big Bopper and Ritchie Valens extremely well. The final song of the evening was a towering rendition of "La Bamba" which lifted the house, sending everyone into the night with happy hearts.

The evening did not end there, as the fun continued with everyone heading to local hostelrys. Here drinking vouchers were combined, and the "craic" continued well into the early hours.

The general consensus on Monday morning concluded that a good afternoon, evening, night and early morning was enjoyed by all. Therefore thanks to everyone who organised and contributed to a very successful and enjoyable evening.

ScottLight 401-27 June 2003

Scott Wilson International Conference London June 2003 **Geoff French**



The Level 5 Executives of the Scott Wilson Group worldwide have met every 4-5 years to review global issues facing the firm whilst also taking the opportunity for both formal and informal meetings. This year 63 Principals from all over the world got together at Theobald's Park just north of London in Hertfordshire.

The formal conference was basically held over 3 days although the days leading up to, and following, the conference were taken up with numerous discipline and interest group meetings as well as visiting some of our projects.

The group has seen significant change over the last seven years since incorporation with staff numbers up by over 50% and group turnover more than doubled. Much of this growth in turnover has been due to organic growth in our rail and road sectors. There have been some significant acquisitions, most recently Peel & Fowler and Knight Piesold which have significantly strengthened or extended the group's capabilities. The group now offers a diverse range of services in the engineering, management, planning and environment sectors and it is this diversity that is seen as one of the strengths of the group.

The conference heard of the fortunes and successes of the European operation but also recognised the challenges facing Hong Kong and South East Asia, the growing success of the Group's efforts in

China and Australia, and the remarkable achievements of Africa under very difficult circumstances. If historic growth trends continued, notwithstanding all the challenges and opportunities facing the group, then we would have some 5000 staff and at least a 50% increase in turnover within the next five years.

The format of the conference was mainly outward looking whereas previous conferences had tended to be more inwardly focused. This external focus was strengthened by excellent presentations on the first morning from:

John Armit CEO, Network Rail; Jonathan Joseph CEO, Bellhouse Joseph (Developers)

Mike Mercer-Deadman, Director, John Laing.

They all addressed, in their own ways, what they as clients expect of us. All three of them saw personal contact as very important and reinforced what we have always known (and should never forget) that our business is a people business and establishing and maintaining the trust of our clients is paramount.

The conference examined our markets in global and regional terms as well as sectorally and addressed how we might exceed clients' expectations by a better understanding of our clients' needs, our markets and skills, how we can consistently secure best practice, improve our client care and raise our brand profile.

The conference also addressed how the group can continue to improve its employment practices for all its employees so that we achieve and maintain our desired preferred employer status.

Sessions were also held on Innovation and Outsourcing. Paul Hick, another external speaker, gave the presentation on Innovation and from his considerable experience concluded that "there are no mature industries, only mature mindsets." The outsourcing presentation clearly identified the significant cost savings to be achieved by better utilising the facilities of Scott Wilson offices in lower cost areas.

The conference was held very much under the "One Scott Wilson" banner which is seen as vital in ensuring the group strengthens its role as a seamless and worldwide player. To this end the Group will be re-structuring to ensure a more unified global organisation that maintains this culture within all the operating companies and divisions.

ScottLight402-4 July 2003

River Habitat Survey Sue Bell [E]

RHS is a standardised method developed by the Environment Agency for surveying and categorising the conservation value of British Rivers. It was introduced in 1996, and has recently undergone an extensive revision to enable its use throughout Europe. The technique is used by the Agency for impact assessments of developments affecting water courses and will form the cornerstone for categorising water bodies under the Water Framework Directive. The Agency will only accept survey forms and data that have been collected by appropriately trained and accredited personnel. Sue Bell of the Edinburgh Office has recently gained accredited surveyor status from the Agency. If you are conducting work for the Environment Agency (or its sister bodies e.g. SEPA (Scottish Environmental Protection Agency)) and need RHS survey work undertaking, please feel free to phone Sue and discuss the requirements.

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999,
Scale C - £400,000 - £599,999, Scale D - £200,000 - £399,999 Scale E - £100,000 - £199,999,
Scale F - £50,000 - £99,999 Scale G - £10,000 - £49,999, Scale H - Up to £9,999.

Review of Sites of Ecological Importance Karen Blake

Scott Wilson Scotland's environmental team in Edinburgh has recently won a short contract from Falkirk Council to review its framework for the designation of non-statutory sites of ecological importance.

With the UK's commitment to biodiversity, and the proliferation of Local Biodiversity Plans, designation is increasingly used by Planning Authorities as a tool to provide protection from development on sites that have strong nature conservation interest. Until now, the approach to non-statutory site designation has been relatively piecemeal, and the number and range of different designations can be unwieldy. This contract aims to provide a robust and easy-to-use framework for designation, that can be used by the Council to protect sites of ecological value within the Local Plan Process.

This contract for a Local Council is timely, as a review is due to be commissioned in the near future to cover the whole of Scotland, and it is hoped that the results of this work will be used to inform that Review. (Fee Scale G)

Kendrum Viaduct: High Commendation: Alan Baker

Stirling Civic Trust recently announced their Awards for the conservation or conversion of projects within the Stirling area. Scott Wilson Scotland and their client Sustrans collected a **High Commendation Award for Kendrum Viaduct**, a restoration project undertaken as part of the opening of Glen Ogle Cycleway, part of National Cycle Network Route 7 in Central Scotland.



Details of the project were featured in Issue 302 of ScottLight, when the Cycleway opened to the public. The viaduct is a multi-span structure constructed mainly of mass concrete. Prior to its incorporation into the cycle route it originally carried the Glasgow to Crianlarich railway line across the valley of the Kendrum Burn. The river span was originally of steel construction but this was removed after the railway line was closed in the 1960's. A significant feature of the project is the replacement of this missing span with a new lightweight steel arch, allowing the viaduct to be put to use once again. The judges were particularly impressed by the concept of the arch and its integration into the existing structure.

Kwogs Quaich Golf Outing J Forshaw [Doubal; Forshaw; Holmes; Ogilvie; Napier et al]

This year's Scottish golf outing was held at Aberfoyle on 20 June. Aberfoyle is a short but challenging very scenic and mountainous course lying at the foot of the Trossachs hills located on the Highland Boundary Fault. A field of 39 players took part in the event with representatives from the two offices in Glasgow together with staff from both Edinburgh, and for a first time Newcastle. The course was in excellent playing condition, weather was kind and the dreaded highland midge didn't trouble the guests too badly all leading to an enjoyable day's golf. However, some tight fairways, thick rough and the occasional blind hole proved too much for just about everyone except for those with local knowledge. Therefore it was possibly no surprise when at the prize giving local man **Roger Doubal** received the Quaich and first prize after picking up 39 points from the Stableford Competition. **Michael Hanley** and **Douglas Williamson** both from the Railways office came 2nd and 3rd respectively both picking up 36 points in the competition. Defending champion **John Forshaw** came a respectable 4th with 35 pts. Making sure the list of major prize winners didn't extend too far Michael Hanley won the longest drive and Douglas Williamson won the nearest the hole competition.

There was also fierce competition to take away the timber kitchen utensils but appropriately **Billy Holmes** managed to keep his head well below the rest of the field to record a worthy score late in the day and to claim this prize along with a bottle of local whisky (courtesy of Ann Russell). The team event was won by the Glasgow 1, **Alan Frew, Derek Ogilvie, John Forshaw and Roger Doubal** who kept Railways 4 in a distant second place. Railway 3 was third with Edinburgh 1 fourth. Possibly unfairly the Glasgow team, assisted by Roger's local knowledge, benefited greatly from a pre tournament warm up round the previous week and this clearly made a big difference on the day with consistent scoring from all members of the team.

An evening meal of golfer's fare washed down with some refreshments from the bar was enjoyed by all. This was followed by the prize giving and with a wealth of prizes available no one went away empty handed. The day however belonged to Roger; event organiser, master of ceremonies, individual winner, member of winning team and host for the night to the team from Newcastle. (Roger tells me on no account to print this stuff and to point out that valuable footwork in organising the event was provided by **Alan Frew, Andy Gillespie and Robert Walker**. On the night **Jim Miller** and others

from Railways provided valuable help in the smooth running of the event. Jim also managed to acquire many SW-badged prizes to remind us who we work for. Thanks to Alistair Napier for presenting the prizes) PS Fortunately the Aberfoyle earthquake measuring 3 on the Richter scale, which shook the course in the morning, caused no lasting damage, but provided a number of lame excuses for some indifferent scoring. Next year Aberfoyle again?

The Longest Day...[IPD Social Day] Ross Mitchell

The Teddy Bear sat blissfully unaware, minding his own business in his forest hide-away. Just sitting back waiting for the weather to clear before going outside for his picnic..... Then a whistle went and 20 heavily armed, but badly trained, soldiers of misfortune stormed towards the teddy bear's hideaway. As some of the soldiers took up position while the braver men piled into the hide-away in a daring snatch of the terrified teddy bear.

Luckily for the bear, 20 members of what can only be described as an elite force flanked either side of the enemy, seeking to end the hostage situation. In the blink of an eye the bear was rescued and their was paint everywhere..... Yes, that's right Scott Wilson Scotland has held their **IPD Social Day** at Bedlam Paintball in Edinburgh on Saturday 21 June 2003.

Due to some pre-battle taunting between the Glasgow, Edinburgh and Newcastle offices there was a great turnout and despite a one-sided affair won by a strong Edinburgh unit everyone had a superb day and bruises to show for it.



Apparently the Glasgow IPDers have taken the Teddy Bear back to the office for some combat training prior to next year's day out...

ScottLight 403-11 July 2003

Newcastle Backs Young Engineers **Paul Smith**

Scott Wilson Newcastle was asked to participate in an Institution of Civil Engineers northern counties event aimed at 14-15 year old children. The event was aimed at the promotion, continued success and development of the Institution with the new crop of budding engineers.



There were 30 volunteers aiding 75 children, represented by 10 different companies covering the areas of Newcastle, North Tyneside, South Tyneside and Gateshead. From Scott Wilson Newcastle there were three volunteers of whom I was a member. We were easily identified by our matching company T-shirts.

The day's activities were based upon the scenario of the eruption of Chances Peak on the Caribbean island of St James. We were split up into groups of four children to two facilitators and were given a series of activities involving exercises. The exercises covered tasks that would be used to set up a feasible community capable of housing 10,000 refugees. The exercises comprised the design and construction of bridges, shelters and radio masts, the functional planning of the camp layout and design of a dry latrine. The proposal was for the children to understand the purpose of why they were conducting the exercises enabling them to think about their designs and how best they will function in a realistic situation.

From the looks on their faces both the children and the facilitators thoroughly enjoyed the experience. The feedback I received was that from originally not knowing what was entailed in Civil Engineering, the children were able to appreciate the logical approach and thinking required in the modern day profession whilst, most importantly, having lots of fun along the way.

Newcastle Engineering Workshop for School Children **Sumana Ghosh**

The Scott Wilson Newcastle office recently took part in a one day workshop to promote Civil Engineering as a career option to the school children. The workshop was arranged by CA Group Limited, Education Business Connections (EBC) and The Construction Industry Training Board (CITB). The theme of this workshop was to introduce the children to the basic concepts of Civil Engineering through a number of different activities. Chris Lewis and me designed the activity based on Bridge Engineering, with a focus on the key skills of communication, teamwork, initiative and organisation. Time allotted to each activity was 25 minutes after which the teams moved to the next activity, hence the name carousel. Our activity was split into two halves. For the first one, we used a number of photographs to introduce each of the team different kinds of bridges. After which we asked them to choose a particular bridge from a wide selection to suit each of the four given landscapes. The second half of the activity was to build a bridge with K'nex pieces and strings. One suspension and one cable stayed bridge were to be built from Schematic Plans and Elevations given. Afterwards we carried out load tests on the bridges that the teams built to show them the behaviour of the bridges.

There were ten companies including Scott Wilson, from construction industry who took part in the event. It was an amazing experience to see how each group of children built the bridge a bit different to the others though they started with same drawings. Also interesting to note that the number of group who completed the suspension bridge was much higher than the number who completed the cable stayed bridge. In my view the best part of the activity was to see the happiness of the children when the bridges that they built passed the load tests. *Editor: Newcastle office has been busy.*

ScottLight 404-18 July 2003

Welcome [Edmundson; Mitchelson]

Hayley Edmundson - Graduate Engineer, Newcastle (BEng (Hons) Civil Engineering)

Gary Mitchelson - Assistant Engineer, Newcastle (BEng (Hons) Civil Engineering). Formerly a structural steel designer with Anglo American Steel Fabricators Ltd.

ScottLight 406-1 Aug 2003

Queen Opens Pittencrieff Park: Shelagh Brian [Hackett; Langdale; Williamson; Miller; Glass]

A new play area has recently been completed in the historic **Pittencrieff Park, Dunfermline** to celebrate the park's 2003 centenary. The park was gifted to the town in 1903 by Andrew Carnegie, Dunfermline's most famous son. On the 1st July the play area was opened by the Queen with the Duke of Edinburgh during a visit to the town to mark the 400th anniversary of the union of the crowns in Dunfermline Abbey.



The royal visit to the park was attended by large crowds, despite the typical Scottish weather, and included the planting of a commemorative tree. There followed a private lunch with the Queen and the Duke of Edinburgh for invited guests including **Nigel Hackett** from the Edinburgh office!



Scott Wilson carried out the project management and contract administration which included lengthy negotiations about the siting of the play area. The play area was designed by The Play Practice (Scotland) Ltd., a specialist play design company, together with members of the Edinburgh office who designed the retaining walls, drainage and landscape. In addition members of the Edinburgh office environmental team have recently undertaken an Action Plan for Pittencrieff Park which included a marketing and landscape plan in preparation for an application to the Heritage Lottery Fund.

The Scott Wilson project team comprised:

Project management: Nigel Hackett; Retaining walls design: Lee Langdale;
Drainage design: Nick Williamson; Landscape design: Shelagh Brian;
Contract administration: Shelagh Brian; Planning Supervisor: Norman Millar;
Leisure and Tourism: Ken Glass.

ScottLight 407-8 Aug 2003

What's Going On? Scale A - £3million+, Scale B - £600,000 - £2,999,999,
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"Portrack Viaduct – On Track" Nick Rey

In the early hours of the 20th and 27th of July 2003, landowners of the nearby Dalswinton and Portrack Estates, their distinguished guests and the general public gathered to witness a milestone event in the construction of a replacement viaduct at Portrack, near Dumfries. During two 29-hour disruptive track possessions, booked over a year ago, each of the 90-metre bowstring arch trusses was effortlessly manoeuvred over the fast flowing River Nith onto previously constructed reinforced concrete piers using a 2000-tonne capacity crane; the world's largest mobile crane. The event marked the pinnacle of site activities to date, which has seen the installation of piled foundations, reinforced concrete piers and the steel fabricator, Rowecord, frantically assembling and welding together sections of the trusses. After weeks of preparatory works, the trusses, which were constructed on their sides, were lifted into a vertical position and temporarily propped ready for the final lifts onto the piers. Sarens UK delicately executed the final lifts, and to everyone's relief the truss girders fitted perfectly.

This great success was celebrated by the gathered masses who raised glasses, cheered, and greedily tucked into a 'Hog Roast,' provided by local landowner, Sir David Langdale, beneath the comfort of a marquee erected adjacent to the site.



The Project is a Design and Construct contract awarded in 2000 to the Carillion Rail and Scott Wilson Scotland Ltd. alliance and it forms a major part of the ongoing Structures Maintenance and Renewals Programme for the Glasgow and South West branch line. The new scheme involves the offline replacement of the ageing under strength viaduct with a modern 200-metre long structure, which includes the 90-metre truss span. The scheme also boasts over 1.5-kilometres of re-aligned track and new signalling designed by SWRS. Installation of the approach spans, and deck construction is expected to be completed by mid September. Completion of the project is scheduled for 26 December 2003, with a demolition contract to remove the existing viaduct to be undertaken during 2004. Stop Press! Photographs of the site activities just developed have revealed an unidentified flying object in the night time sky! Perhaps news of this exciting project has travelled further than we thought? Fee Scale B

Gateshead Sustainability and Environmental Assessment Steven Harding

Scott Wilson has recently been appointed by Gateshead Council to undertake a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Gateshead Unitary Development Plan Review. Both SA and SEA are tools for assessing the level of sustainability within a development plan, and whilst not currently statutory procedures, SEA will soon become mandatory (under EU Directive) for plans and strategies including local development plans and community strategies. Scott Wilson's Edinburgh office is leading the project, with specialised assistance from our London Victoria Street and Newcastle offices. Our successful tender highlighted Scott Wilson's previous sustainable development experience both domestically and internationally, and was strong enough to hold off stiff competition from seven other consultancies.

In undertaking the commission, Scott Wilson will be appraising the emerging development plan policies for the environmental, social and economic impacts that may result from policy implementation. This requires an iterative process between Scott Wilson and Gateshead Council, with Scott Wilson 'feeding' into the development and ultimate adoption of development plan policies. Other components of the process will include a public consultation exercise, which will consist of two stakeholder workshops allowing interested parties to voice their particular environmental, social or economic issues. SAs and SEAs of development plans are becoming increasingly common as more and more local authorities are utilising these tools as a best practice standard, which culminates in a more robust plan that is fully defensible at public inquiry. The experience gained during this commission will be extremely valuable when it comes to securing similar contracts in the future, particularly when the forthcoming SEA legislation is introduced in July 2004. Fee Scale G

ScottLight 412-12 September 2003

Congratulations to Alan Baker, Associate in the Glasgow Office who reached 30 years with Scott Wilson on 3 September 2003.

ScottLight 413-19 Sept 2003

Leavers: Petrina Rowcroft [E]

Mosey On Down The Mekong...

I will be leaving Scott Wilson on Friday 19 September to take up a 15 month "career break" post as a Development Economist with the Mekong River Commission (MRC), based initially in Phnom Penh but moving to Vientiane in June of next year.

The Mekong River Commission (MRC) was established by the 1995 *Agreement on Co-operation for the Sustainable Development of the Mekong River Basin*, between the governments of Cambodia, Laos, Thailand and Vietnam. In accordance with this Agreement, the Mission of MRC is: "To promote and coordinate sustainable management and development of water and related resources for the countries' mutual benefit and the people's well being by implementing strategic programmes and activities and providing scientific information and policy advice."

I will be working in the Natural Resources Development Planning Division, which is working towards the implementation of a Basin Development Plan (BDP) whose aim is to institutionalise a planning process necessary for the responsible management and sustainable development of the resources of the Mekong River Basin.

The BDP seeks to achieve a balance between socioeconomic development and environmental concerns and ultimately to create a framework for development based on technical knowledge, as well as public, stakeholder and political views, for the mutual benefit of member states. I will be responsible for economic, financial assessment and project development aspects of the BDP planning process with a large part of my role devoted towards capacity building of local specialists. I will also be continuing my involvement in the DFID Yunnan Environmental Development Programme in south west China.

I will also be working closely with a former Scott Wilson employee, Peter-John Meynell, who is currently team leader of the IUCN's Wetland Programme in SE Asia. It will be a challenging post (not least of all avoiding landmines and tropical diseases!) but I am sure the experience will be invaluable to my professional and personal development.

I'd be happy to hear from anyone passing through or interested in pursuing contacts in the region and can be contacted at my Scott Wilson address: petrina.rowcroft@scottwilson.com.

ScottLight 417-17 Oct 2003

Congratulations to Ross and Alice MacPhie from all at the Edinburgh office on the birth of their daughter Katherine Elizabeth on 29 September 2003.

Welcome to Alan Fraser - Graduate Engineer, Edinburgh.

ScottLight 419-31 Oct 2003

Congratulations to Sue Bell and Ross MacPhie, Edinburgh Office, on achieving 10 years service.

ScottLight 421-14 Nov 2003

ICE Parkman Medal to Mike Hackney; Colin Dodgson et al for Float Viaduct Paper

from **Colin Dodgson** [Glasgow]

At One Great George Street in London on 4th November 2003, the President of the Institution of Civil Engineers presented the Parkman Medal to **Mike Hackney**, Project Manager for Scott Wilson Scotland, **Andrew Stocks**, Project Manager for Carillion Rail and **Colin Dodgson**, Design & Construction Engineer for Railtrack [whilst on secondment from Scott Wilson Railway], for their paper entitled, *Float Viaduct – A High Speed Rail Bridge Replacement*, which was published in the Institution of Civil Engineers' Proceedings on February 2002.

The Award winners were accompanied by their wives at both the ceremony and a luncheon afterwards.



*Colin Dodgson, Andrew Stocks, Mike Hackney
and The President of the ICE.*

The replacement of this viaduct at a remote, environmentally sensitive location on the UK's main west coast railway in just five days required a tremendous amount of advance planning. The 135 year old Float Viaduct, crossing the upper reaches of the River Clyde immediately South of Carstairs, needed to be replaced as part of Railtrack's upgrade of the busy route to suit 200km/h electric trains. Working under a fixed-price design-and-construct contract, Carillion and Scott Wilson opted to move both the old bridge deck out and the new bridge deck in by lifting rather than sliding.

The Client, Contractor and Designer worked together closely from the beginning on a difficult and demanding project. Regular design team meetings chaired by the Client helped to ensure progress was maintained and that potential problems were ironed out in advance. This project demonstrates how teamwork and an open and trusting relationship between all parties contributed to its successful outcome. Congratulations to all!

ScottLight 422-21 Nov 2003

British Wind Energy Association Conference Glasgow Neil Harris [St Austell][Wright]

Neil Harris, Mike Patching (Scott Wilson Oceans), David Wright (Edinburgh), Damon O'Brien (Coastal) and Thomas Yeung (Business Consultancy) attended the 25th Glasgow from 28th to 30th October, 2003. Scott Wilson had a stand at the exhibition, which showcased skills and experience related to wind energy projects. This year's conference was the most successful ever, with over 700 delegates and approximately 101 stands. The Gala Dinner was attended by about 640 guests, roughly double the number in Brighton last year. The mystery guest speaker was Brian Wilson ex-Energy Minister, who delivered an eloquent and humorous endorsement of renewable energy technologies generally.

The Scott Wilson stand provided an opportunity to meet many of the industry's main players, for many of whom we have already worked. Discussions also took place with significant players in the market who are potential clients for Scott Wilson, and several follow up meetings are being arranged to capitalise on the opportunities generated and to present the broader capabilities of the group. Damon O'Brien presented a paper to one of the Offshore Wind Technical Sessions, which covered scour protection design and modelling for the work that we undertook on the Arklow Bank Wind Farm. This generated a lot of interest, discussion and, hopefully, opportunities for future work. Next year's BWEA conference is being combined with the European Wind Energy Conference and will be held in London.

ScottLight 426-19 Dec 2003

Congratulations to Paul Carey, Lynn Masterson, Euan Nicholson, all Glasgow graduates who achieved Chartered Engineer status in the recent ICE Chartered Professional Reviews.

ScottLight 427-9Jan 2004

Scott Wilson Scotland Christmas Night Out at the Panto Catriona Miller

No-one could ever say that SWS nights out were dull or predictable, oh no they couldn't! and this year's Christmas night out was no exception – oh no it wasn't! It was a fantastic evening and everyone had a thoroughly enjoyable time – oh yes they did!

On Friday 19th December, staff from offices as far and wide as Newcastle, Inverness and Edinburgh and those returning from sites across the country joined the colleagues in Scott Wilson's office in Glasgow for the annual Christmas night out, this year a trip to the Kings Theatre to see Sleeping Beauty – The Pantomime. The fine free bar and refreshments laid on before we headed to the theatre ensured that everyone was full of festive spirit and ready for maximum pantomime enjoyment and participation. The banter and chat, aided by the free drink could easily have gone on long into the night, however at 6.45pm the directors doubled as very effective bouncers and we were all ushered off to take our seats in the theatre.

The pantomime was a quality performance and lived up to its five star review in the national press. True to form, the SWS contingent joined in fully with proceedings although even we couldn't quite match the enthusiasm of the younger members of the audience. Ice cream was served during the interval to revitalise the vocal chords for the second half and the sing-a-long finale. As the curtain fell on a good night's entertainment we all headed for the nearest pub where the evening continued with the beer and festive spirit (vodka, gin, whisky etc!) flowing freely and further entertainment being provided by some of the increasingly merry Scott Wilson Scotland employees.

A big thank you to the directors from all staff for arranging a great evening and rounding off a successful year in style. A good night was had by all and we all lived happily ever after – oh yes we did!

Highways Engineers - Glasgow - Levels 3.2 - 4.2 [Frew]

We are enjoying continued success in the Scottish market, expanding our already comprehensive portfolio of major roads schemes. We are already acting both as Employer's Agent and Contractor's Designer on several Scottish Executive and local authority schemes and have recently been awarded: **A8000 Upgrading Scottish Executive MFA - five schemes.**

We are also engaged on **several highways projects in Northern Ireland and the North of England**. We are looking to recruit Highways Engineers at a senior level with technical and management skills. Reporting to a Technical Director and liaising with Clients, you will be responsible for leading Highways design teams and coordinating other disciplines and sub-consultants towards the successful delivery of projects at all stages, from inception to construction. If you are interested in this position please contact **Alan Frew**, Glasgow - Tel 0141 332 2258.

ScottLight 428-16 Jan 2004

Stirling-Alloa Re-Opening Keith Wallace [Railways G] [Hackett; WCRM; Waverley; EARL]

It is with pleasure that I share praise from Damian Sharp at the Scottish Executive in a recent letter to our Project Manager, Andy McCracken and to our Environmental Task Manager, **Nigel Hackett**.
“Last Thursday’s debate in the Scottish Parliament was not just an historic occasion for Scotland, marking as it did the progress of the first Bill ever in Scotland, it was also the culmination of a huge amount of work on behalf of the promoter.....I am grateful for all the hard work that led to the preliminary design and the Bill itself and for the most recent work that led up to the Committee Sessions in Alloa.....I would be grateful if you could pass on my thanks to the other Members of Scott Wilson’s team.

For the record we fielded no fewer than twelve disciplines from five SW offices, in three divisions (Railways, **Scotland** and New).

Another example of “feeling the power of Scott Wilson”. With our previous success on the two Parliamentary Bills for **West Coast Route Modernisation, the Waverley Route re-opening** going to Committee shortly, and our success in securing similar work on **Edinburgh Airport Rail Link** we are at the forefront of railway Bill preparation in the UK. Good News Indeed.

ScottLight 429-23 Jan 2004

ILT 2003 Annual Award for Excellence to Marwan AL-Azzawi [Hindshaw et al]

from Caroline Moore (Basingstoke)

Marwan AL-Azzawi from the Glasgow office has won the 2003 Annual Award for Excellence in Transport Policy and Planning from the Institute of Logistics and Transport (ILT). The Awards are designed to recognise achievement, and to encourage the highest standards and a professional approach to the practice of Logistics and Transport.

Marwan was awarded the top prize in recognition of his work in developing and successfully applying the National Land-use/Transport Analysis Model (NALTRAM). This is the UK’s first nation-wide land-use/transport model, which models both passenger and freight transport. NALTRAM is an integrated demand, assignment and evaluation model, and contains transport networks and analysis capabilities for rail, road, bus, ferry, air and land-uses. As well as designing and developing the new model, over the last 18 months he has successfully used NALTRAM on various projects. These ranged from small-scale facilities to nation-wide multi-modal transport initiatives and include road, bus, rail, ferry and air for both passengers and freight.



Marwan (centre) receiving his award

My colleagues and I in Basingstoke nominated Marwan for this award, for which he was shortlisted as a finalist, beating off stiff competition from five other finalists including representatives from Local Governments and Passenger Transport Authorities.

The prize was presented to Marwan at the ILT's Awards Dinner on 11th November at the London Marriott Hotel in front of over 430 guests, dignitaries and the media. A number of us attended the awards dinner to give our support to Marwan including Keith Wallace (Glasgow), Anan Allos (Basingstoke), Saf Ballout (London), **Simon Hindshaw** (Poland) and myself. It was made even more satisfying as we had invited clients from Transport for London (TfL), GB Railways and National Express who witnessed the event.

All in all, it was an evening of good food, good drink and good company, culminating in Marwan winning the top award for Transport Policy and Planning. The photographs show Marwan receiving his award and the Scott Wilson staff and guests sharing his moment. If anyone is interested in finding out more about NALTRAM, a summary paper is available from Marwan, Tony King or myself.



Anan Allos, Saf Ballout, Simon Hindshaw
Marwan Al-Azzawi, Michael Schabas,
Caroline Moore, Keith Wallace

HR Officer, Glasgow/Edinburgh

This new role has been created to drive and support HR activities in our Scottish business, which now employs almost 200 people. It's a fantastic opportunity to branch out and take on wider responsibilities – working autonomously to support our local management team in general HR matters and managing a varied list of HR related projects. As an important member of the UK HR community, you will also be expected to contribute to developing and driving our strategic HR initiatives in Scotland.

With at least two years' generalist HR experience, you'll either have, or be working towards, your CIPD qualification. Enthusiasm, flexibility and a passion for excellence are also key personal attributes we expect. **If you are interested in this position, email lynda.skipper@scottwilson.com**

Graduate Ecologist [Bell]

A Graduate Ecologist is required to join Scott Wilson, based in Edinburgh. Working under the direction of the Principal Ecologist, you will be expected to provide support to the existing Ecology team on a wide-range of report production, providing administrative support and field survey. The ideal candidate will have a first degree in Ecology or a related subject, be motivated and well-organised, and prepared to work towards full membership of the Institute of Ecology & Environmental Management. Knowledge of agricultural practices in Scotland and/or field identification skills would be desirable. For further information contact Sue Bell in Edinburgh office, sue.bell@scottwilson.com.

ScottLight 430-30 Jan 2005

Portrack Viaduct Opens to Trains Mike Hackney

In the early hours of 27 December, witnessed only by a few bleary-eyed staff from Scott Wilson and Carillion, the first train trundled across the newly opened **Portrack Viaduct**, which carries the non-electrified G&SW line over the River Nith and its flood plain near Dumfries, Scotland.

This concluded nearly three years of meticulous planning, design and construction to realign 1.6 km of railway line and replace the existing 200metre long Upper Portrack Viaduct and the smaller Lower Portrack Viaduct. The existing Upper Portrack Viaduct, comprising a wrought iron superstructure supported on masonry substructures, was constructed in 1875 to replace the previous structure, which was destroyed by a flood. In early 2001 it was assessed by SW and found to have insufficient live load capacity, resulting in a temporary speed restriction (TSR) being imposed on the line, by Railtrack (now Network Rail).

SW considered various options for repairing and replacing the bridge, eventually recommending a realignment of the railway 20 metres to the west of the existing structure, which necessitated a new single span crossing of the river. Environmental issues and aesthetics were a major consideration in the choice of the preferred scheme. It offered Client, Railtrack, the best value for the improvement of the line and long-term operation of the railway, by providing the most favourable combination of cost, speed and flexibility during construction together with minimal disruption to the continuous operation of the railway.



The centrepiece of the new scheme is a 90 metre span, steel through-truss girder crossing of the River Nith, a renowned salmon river. Each truss, weighing 400 tonnes, was erected during night-time possessions of the line during the preceding summer using the world's largest mobile crane. The deck slab is composite with the transverse girders and was designed in accordance with Eurocode EN 1994-2 (draft). The approach viaducts and Lower Portrack Bridge are of half-through construction comprising steel plate girders and composite concrete slab. The architecturally designed hand railing, which incorporates diagonal uprights to mimic the web members of the truss, is formed from specially fabricated GRP sections.

The colour chosen for the bridge is red to contrast with the greens of its rural setting, the blue of the sky and the foamy dark of the Nith below. To compliment the superstructure, red concrete was specified for the supports.

Now, all that remains to be done on site is to demolish the existing viaduct, apart from the last three spans on the north side, which will be converted into a footbridge cantilevering over the river, and complete the extensive landscaping works.

Portrack Viaduct is the largest steel railway bridge to be built in the UK in modern times, and the local realignment of the line represents a major improvement in the operation and efficiency of this important, strategic railway route.

Thanks to all those staff from Scott Wilson and our colleagues in Scott Wilson Railways, who contributed to the success of this major project. (Fee scale B)

Congratulations to Steven Harding (Edinburgh), recently qualified as a Chartered Town Planner.

ScottLight 431-6 Feb 2004

What's On Your Mind - Issue 430 [Boring Intranet] Stuart Pennington

I agree with comments by Alan Gibbs in Scott Light (Issue 430) and, as he has done, I too would like to put up my hand and ask why.....After recently moving to Scotland and joining Scott Wilson, I am rather surprised of how old-fashioned some things are in comparison with international norms. Why is the Intranet so boring? - could it be re-designed and updated to be more user friendly, comprehensive and interesting. Why do we still use paper based timesheets and have no on-line access to job control? Online accounting and web-based timesheet systems may be more efficient. Why is the only Internet access in my office from a central workstation? It's quite limiting and counterproductive. Access at each workstation in conjunction with an Internet usage policy would be more sensible. Why do we share phones between multiple employees? A system that allows for each employee to have a phone would be more useful.

ScottLight 433-20 Feb 2004

What's On Your Mind - Issue 430 [Boring Intranet] Jim McCafferty

As I sit in the room next to Stuart Pennington, I thought I should attempt to answer the very interesting points he raises. Having arrived recently in Glasgow from Australia it is perhaps not all that surprising that 'some things' are more old fashioned than Stuart is used to – still, I hope there are other compensations.

The Intranet is intensely boring (I'm told that this is entirely in line with international norms) – but not for much longer! The whole thing is being redesigned and I'm told that even I won't find it boring any more. Paper timesheets are almost a thing of the past although I'm going to miss them myself. From 1 May 2004 we should all be on weekly electronic timesheets. On-line access to job control information and accounting has been around for ages although generally access is restricted to Project Managers, Directors and Accounts Staff. If you think the Intranet is boring Stuart you should ask someone to let you have a look at this stuff! Access to the Internet in Scotland was initially restricted to senior staff and central workstations to minimise down time and possible abuse but access can, and is, widened to others by agreement with your team leader. Why not raise the matter at your next communications meeting? Phones are shared between members of staff where the number of available external lines is limited and to ensure that the system does not grind to a halt. If your efficiency or work are affected by not having a personal line, you should take the matter up with your team leader.

ScottLight434-27 Feb 2004

Discipline Development Groups (DDGs) Business Development Groups (BDGs) Jim McCafferty [French]

Following a review of the Discipline Champion System and some confusion with Special Interest Groups, the Main Board has decided to discontinue both and introduce Discipline Development Groups (DDGs) and Business Development Groups (BDGs) with Terms of Reference that define clearly the reasons for their existence and emphasise their distinctly different aims and objectives. Discipline Development Groups will be formed from the discipline communities (eg bridges, geotechnics etc) throughout the Group. These will be populated by the Heads of Discipline from the Divisions, as well as representatives from the various centres of excellence, and they will elect their own Chairman on a two year cyclic basis.

DDGs will be long term, cross office, cross division groups aimed at technical excellence, best practice and the sharing of technical and other ideas and information among the discipline groups and communities throughout Scott Wilson worldwide.

Terms of Reference have been issued to Divisional Chairmen and the existing Discipline Champions. Divisional Chairmen will include the names of the Heads of those Disciplines that exist within their Division in Divisional Business Plans, and the complete listing, including current DDG Chairmen, will be included in Group Strategic Plans and published on the Intranet in due course.

The Main Board contact is currently Jim McCafferty, Glasgow.

BDGs will be formed on an ad-hoc basis, mainly from the business development communities that exist throughout the Group.

BDGs will generally be short to medium term, cross division groups aimed at exploiting business development opportunities as they arise (e.g. Ireland, nuclear decommissioning, specific projects etc). Terms of Reference for BDGs have been issued to Divisional Chairmen who will, by agreement between themselves or with the Main Board, set up and disband BDGs to further Divisional Business Plan and Group Strategic Plan objectives.

The Main Board contact is currently **Geoff French**, Basingstoke.

The intention is to make both groups much more visible and accountable than in the past and to create lively, interactive discipline communities within a growing and profitable business worldwide. The Terms of Reference for DDGs and BDGs will be published on the Intranet in due course. For further information now contact **Geoff French, Jim McCafferty** or your Divisional Chairman.

Scottish Agri-Environment Monitoring Karen Blake

Scott Wilson's Ecology office in Edinburgh is delighted to have won a five-year contract with the Scottish Executive Environment and Rural Affairs Department to monitor the effects of the agri-environment schemes in Scotland. The project will involve monitoring and evaluating the environmental impact of the agri-environment schemes, through measuring a range of variables such as bird numbers, vegetation composition and landscape character on farms that are participating in a scheme (either Countryside Premium, Rural Stewardship, or Organic Aid) and on comparison farms with no agri-environment schemes in place. The project will be a challenge, especially in light of expected changes to agricultural payments, including cross-compliance (the linking of production subsidies to good environmental practice), land management agreements, and potentially also an entirely new agri-environment scheme, all of which may come into force during the life of the project. This project, exceeding half a million pounds in value, is one of the largest ecology projects that the Edinburgh office has gone for and getting the bid together during the summer involved a great team effort from everyone in the Environment section.

The project is a slight deviation from our previous areas of activity and the contract is our first within the agriculture sector in Scotland. The assessment of tenders took five months, and we were sent away to reduce costs, increase sample sizes, and carry out a variety of other modifications to the tender at different times during those months. At the end, we came ahead of competitors DTZ Piedad / British Trust for Ornithology, with Enviros and RSK ENSR also having been in the running. We are looking forward to an exciting five years. (Fee scale C)

Scott Light 435-5 March 2004

Project Management Success for Trent Valley Rail Team: N Moody [Railways G]

The team responsible for the management of the Trent Valley Project have all been accepted as members of the Association for Project Management. The team, based in Glasgow under Project Director Ian Hay, consists of Ken Leitch (Senior Project Manager), Chris Reid (Project Manager) and Neville Moody (Project Manager) who were very pleased to pass the assessment process.

As Scott Wilson are Corporate Members of the Association the initial fee for application was waived (for thrifty Scots always a bonus!) though sadly not the annual membership fees!!

To give an idea of the size of the Trent Valley Project the proposal is to increase the existing 2 track layout to 4 tracks over a length of about 12 miles involving the reconstruction or alteration to 51 structures and complete resignalling. The Trent Valley project (capital value circa £350M) is currently undergoing assessment by the SRA and Network Rail's WCRM team before moving into full detailed design. Scott Wilson have completed the outline design and have commenced detailed design on selected areas. When approval for detailed design is given this will mean a very busy project team! The design work has been undertaken by a multitude of offices clearly showing the breadth of Scott Wilson's multi-disciplinary expertise. The Team's thanks go to all those involved so far and in the future. Some of the offices involved so far are:

Permanent Way – Glasgow/Birmingham

Structures/Geotechnics– Glasgow Park Circus / Basingstoke

Signalling - Glasgow

Environmental – Basingstoke/Blackfriars

Ecology – Basingstoke; E & P – Swindon; Telecomms – Crewe

ScottLight 437-19 March 2004

DDG and BDG Terms of Reference [Jim McCafferty](#) [[French](#)]

The Terms of Reference for DDGs and BDGs can now be found on the Scott Wilson Intranet under SWIMS Level 1 Group Structures and Policies. The table showing Divisional Heads of Discipline and DDG Chairmen has also been posted awaiting information from Divisional Chairmen and the DDGs. Anyone seeking information or guidance should contact [Jim McCafferty](#) (DDGs), [Geoff French](#) (BDGs) or their Divisional Chairman.

Long Service Award to [Roger Doubal](#) of the Glasgow office who has completed 30 years' service.

First Prize for [Adrian Spencer](#) Paper at IHT Newcastle Event

[Adrian Spencer](#) of Scott Wilson's Newcastle office won 1st prize at the IHT North East Branch annual papers competition with a paper titled: '*Tunnelling to Meet Hong Kong's WestRail Challenge*'. The competition, which is for 'young' engineers (if under 35 counts as young), was well subscribed: 9 synopses were submitted and 5 of the 9 entrants were invited to present their papers. Adrian's paper was a welcome departure from the otherwise universally adopted powerpoint presentation. Using just a few maps and photographs, Adrian gave an overview of the WestRail project, a new 31km railway for passenger and freight, which opened in December 2003. He then focused on one particular aspect – the construction of the twin 3.6km Kwai Tsing Tunnels. Adrian, who worked on Kwai Tsing Tunnels with Joint Venture Contractor Dragages-Zen Pacific, outlined the way the tunnels were excavated using drill and blast and boring techniques and gave a fascinating description of the 9m diameter Earth Pressure Balance tunnel boring Machine (EPBM).



He highlighted the major environmental challenges faced by tunnelling through some of Hong Kong's most dense urban areas, and explained how these had been overcome.



Winding up, Adrian noted that WestRail had cost around £5 Billion, and had taken barely 7 years from initial conception through to the scheme being open to the public. He attributed this rapid implementation to Hong Kong's economic foresight and decisive procurement strategy. Finishing on a controversial note, Adrian suggested that the UK could usefully learn some lessons from this approach.

ScottLight 438-26 March 2004

Newcastle Office Face RedR Challenge **Adrian Spencer [**Hirani; Smith; Buckley**]**

A team of 4 from Scott Wilson's Newcastle Office are boldly going forward to face the RedR challenge, at Birmingham's NEC next month.



The Newcastle Team: Adrian Spencer, Ashok Hirani, Grace Smith, Tony Buckley

The RedR challenge is an annual, one day event, in which teams of 4 take part in a series of gruelling physical and mental challenges. The aim of the event is to promote the activities of RedR (Register of Engineers for Disaster Relief), an organisation run by the ICE which sends volunteer civil engineers to disaster areas around the world, in order to use their talent and skill to provide essential life saving infrastructure.

The RedR challenge is an excellent opportunity to find out about what RedR has to offer, meet engineers from other organisations, visit the Civils Exhibition at the NEC (which is on at the same time), and generally have a good day out.

Currently, Newcastle is the only Scott Wilson office entering a team – but it would be wonderful if we could raise more teams from other Scott Wilson offices!!! Don't miss out on this fantastic opportunity!!!

The RedR challenge is also a fundraising opportunity for RedR, and the teams are asked to raise what money they can. If you would like to make an individual contribution to sponsor the Scott Wilson teams for this worthwhile cause, please pledge your donation to: grace.smith@scottwilson.com.

(Sponsors should include their full name and address and also their permission, please, for gift aid tax relief to be claimed). All money raised in this way will be shared between all Scott Wilson teams that enter the event.

A1 Haddington to Dunbar Fun Run Alan Blair [Irving; Miller; Masterton; Evans; Blair]

On Sunday 14th March, fresh from a Saturday night free from alcohol, a team of five would-be Liz McColgan's set off from the Glasgow office to take part in a 7km fun run organised to mark the official opening of the A1 Haddington to Dunbar Expressway.

The Glasgow team, Jill Irving, Catriona Miller, Lynn Masterson, Bryan Evans and Alan Blair, did Scott Wilson proud and managed to complete the course in good time despite the high winds and uphill gradient. However, as designers we perhaps only have ourselves to blame!

Thank you to everyone in the Glasgow office who sponsored us which helped spur us round the course. A total of £360 was raised in aid of Save the Children

ScottLight 439-2 April 2004

Merit 2004: The A-Team[G][Templeton; Drummond; McGhee; Blair; Flanagan; Reid]

Scott Wilson was represented by 3 teams in this year's MERIT 2004 competition and performed with varying degrees of success. MERIT is a management simulation in which the teams of up to 6 people steer a fictional construction company over an 8 week period competing against over 200 of the leading consultants and contractors from the UK and overseas. All the Scott Wilson teams had their ups and downs with the A-Team from the Park Circus Glasgow office coming a respectable 13th in the final league table while SWR Team 1 and Team 2 from Scott Wilson Railways in Buchanan House Glasgow put in a feisty performance in the bottom half of the table finishing 165th and 152nd respectively.....better luck next time guys!

Although it has been hard work for everyone involved it has definitely been a beneficial experience all round and is thoroughly recommended to all graduates in the company. Compared to other companies of the same size Scott Wilson was under-represented, so it would be good to see a lot more Scott Wilson teams in next year's competition, flying the flag so to speak.

On a personal note the A-Team would like to thank anyone who helped them along the way be it with their advice or in the use of company facilities. Team member Jonathan Drummond commented "if the bidding and estimating team had got their way we would have been down the bottom of the league with the 'choo-choo' boys!" *The A-Team consisted of Gary Templeton, Jonathan Drummond, Brian McGhee, Alan Blair, Robert Flanagan and Graeme Reid.

Newcastle's S.W.I.M.S Football Heroes! Paul Kirk [Buckley; Fullerton; Mitchelson; Calder et al]

Scott Wilson Newcastle's five-a-side team S.W.I.M.S (Scott Wilson's International Magnificent Seven) took part in the Northeast Regional finals of the annual ICE National five a side Competition on 20th March.

Things started well for our trophy hungry team, despite the blustery conditions, and a gruelling mid-week victory 2 days before, with a 10-3 thrashing of White Young Green. Player Coach Tony Buckley struck in the first minute when he intercepted the hapless WYG goalkeepers throw out and coolly slotted home.

Within minutes the flamboyant skill of Greg Fullerton put S.W.I.M.S 2-0 up and they began to dominate. Fast, skilful and exciting football followed with Captain Paul Kirk netting a hat-trick before WYG had even threatened to break sweat. Incensed by a strong challenge sending a WYG player

into the boards, they mounted a comeback scoring three goals in quick succession. However with the poise of potential cup winners S.W.I.M.S took control of the game netting five more times and controlling the game comfortably.



At this point our boys were full of confidence, but the exertions of the first game would come back to haunt them. Game 2 against Montgomery Watson saw a different S.W.I.M.S team, more defensive with little attacking options. The lack of fitness was beginning to tell, with goalkeeper **Gary Mitchelson** called into action on more than one occasion making some fine stops.

MW began to take charge, despite some robust defending from Messrs **Buckley, Kirk and Calder**, the later causing MW's striker to lash out, leaving the referee with no option but to send him for an early bath. Despite the man advantage and another MW player leaving the field due to a back injury S.W.I.M.S struggled to play with the same intensity as the previous game and finished 5-2 losers.



S.W.I.M.S are from left to right
Back Row: Paul "Captain Kirk", Iain "Muscles" Calder,
Gary "The Cat" Mitchelson
Front Row: Ashok HiRooney, Greg "Twinkle Toes"
Fullerton, Tony "Motivator" Buckley

There was still hope of semi-final qualification as they headed into the final game against Atkins' "Blaydon Squad". Sounding and looking more akin to a boy band, our boys went into the game full of confidence. A tense physical game followed with both teams going close. A lucky goal turned the game in Atkins favour when the referee awarded the goal despite the ball seeming to travel through

the side netting. From this point S.W.I.M.S never really looked like regaining their stride and lost 4-0, small consolation that the "Blaydon Squad" ran out eventual winners.

This may just be coincidence but the time of the teams knockout from the tournament strangely coincided with the opening of the bar and whilst they might not have come first in the football they were by far the fastest to the buffet!!

A special mention must go to Paul "feeble excuse" Smith, the missing member of the team. Being 250 miles away working on site does not constitute a good excuse; we all know how good the transport links from Scotland are!!!!!! Perhaps Paul felt he couldn't deliver the high standard of football he promised and was covering up for his lack of footballing prowess, or maybe like Dennis Bergkamp he can't cross borders for cup competitions!

ScottLight 440-9 April 2004

Welcome to Dr Ali Bastekin From Mehmet Yilmaz [Ch]

A warm welcome to Dr Ali Bastekin who has joined the Geotechnics Section in Chesterfield as a Principal Geotechnical Engineer.

Ali leaves a respectable Geotechnical Director position with Dar Al-Handasah Consultants in Turkey to pursue a career with Scott Wilson building on his already substantial UK experience gained early in his career working for Lilley Construction in Glasgow and Balfour Beatty construction in London and for Trans-Manche Link as the head of Geotechnical & Material Services on the final design and construction of Channel Tunnel Project.



His impressive array of academic and professional qualifications, BSc, PhD (Glasgow), MBA, CEng, MIMM, FGS and MICE, coupled with substantial experience gained in UK, Turkey, Middle East and Central Asia in numerous sectors and discipline including:

- Ground engineering and geotechnics and geoenvironmental studies
- Roads (including mountainous roads in Central Asia)
- Rail (both heavy & light and metro schemes)
- Tunnelling (safe ground and rock)
- Tall structures (chimneys and high rise buildings)
- Materials and pavements
- Construction Supervision (under mandatory FIDIC contract forms) make him an ideal manager for further developing our world-wide geotechnical interests.

In the next few weeks Ali will make contact with various Scott Wilson managers/specialists already involved in overseas work and offer his support and country intelligence. In the meantime anyone requiring his full CV can contact him in the Chesterfield office.

ScottLight 443-30 April 2004

A1 Haddington-Dunbar Opened: Rt Hon J McConnell MSP A Frew [McCafferty; Hunter; Bennet; Murphy; Doubal; Proud; Hackney; Ogilvie; Metherringham]

On a blustery day in the middle of April, a Scott Wilson contingent of **Jim McCafferty** (Managing Director), **Ronnie Hunter** (Project Director), **Hamish Bennet** (Designer's Site Representative) and myself (Project Manager) joined the many (distinguished) guests at the Official Opening Ceremony for the A1 Haddington to Dunbar Expressway.

The ribbon was cut in true democratic style by a combination of Scotland's coalition government, namely Rt Hon Jack McConnell MSP, First Minister (Labour) and Nicol Stephen MSP, Minister for Transport (Liberal). Both MSPs also made speeches along with Alistair Wivell, Managing Director of Balfour Beatty Civil Engineering. All of the speeches made reference to Scott Wilson's major contribution to the success of the scheme in their role as Balfour Beatty's designer under the Design and Build contract.

The scheme consists of 14km of new off-line dual carriageway, some 20 miles to the East of Edinburgh, and forms part of the main trunk road connection from Edinburgh and the east of Scotland to the North-East of England and beyond. Indeed the need for the scheme was first identified by Scott Wilson in the major 'Routes South of Edinburgh' report prepared during the early 1990s.

The term 'Expressway' reflects the fact that the scheme includes no intermediate junctions, instead providing a high-speed, safe, direct route for strategic traffic. The scheme includes 12 principal structures, namely two 3-span overbridges, six box underpasses, three segmental arches and the 'piece de resistance' the River Tyne Bridge. The latter structure has always formed the focal point of the scheme, and if initial reactions are anything to go by, is likely to be revered as a landmark structure for many years to come. The bridge is some 220m long and consists of 3 spans with inclined bidirectional legs.



The two MSPs walking along the road



The Biel Water and North Belton Arches



The River Tyne Bridge

Scott Wilson were first approached by Balfour Beatty in 2001 to join their team for the scheme, thereby continuing the long-standing relationship that had previously tasted success on many Scottish Trunk Road D&Bs dating back to **M8 St James Interchange in the early 1990s**. More recently the BB/SWS team have been working on many joint projects, including the current **M77 DBFO and A8 Major Maintenance**, and are in close dialogue for some up-coming (major) schemes. The BB/SWS relationship has stood the test of time, and looks like continuing successfully for many years to come. The initial tender competition for the scheme was won in very dramatic circumstances in early 2002, with a winning margin of a mere £2k out of a tender total of £35m. Construction started in June 2002, with Scott Wilson's design being cranked into a very short lead-in period: the short lead-in tested the firm's integrated design process to the limit, but close management, including weekly design meetings on site helped to concentrate resources on critical activities. The design was a true 'One Scott Wilson' approach, with major contributions being provided by offices in Glasgow, Chesterfield and Basingstoke. A roll-call of all the participants would take up several editions of ScottLight, so my thanks to everyone who played a part in the scheme – you know who you are!

The main team leaders who should get a mention, and pass on their thanks to the real workers include:

Dominic Murphy – Roads, **Roger Doubal/Stewart Proud** – Earthworks, **Mike Hackney/Derek Ogilvie** – Bridges, **Steve Metheringham** Chesterfield [River Tyne Bridge], **Colin McKenna/Trevor Storey** – Basingstoke Bridges, **Hamish Bennet**, Designer's Site Representative.



The project team line-up including Hamish Bennet (2nd from the right, and myself on the extreme left).

ScottLight 446-21 May 2004

Robert Walker Promoted: John Forshaw

Congratulations are due to **Robert Walker**. As well as working as a technician in our Glasgow office, Robert plays part-time professional football with Hamilton Academicals who on Saturday clinched 2nd place and promotion to the Bells Scottish 1st Division. Robert started the season on the fringe of the first team before being loaned out to a junior club for a short spell to gain match experience. However, events turned around just before Christmas 2003 when injury problems and suspensions at the 'Accies' gave Robert the opportunity to stake his place as regular full back in the senior team. He never looked back and his own solid performance and contribution of 3 goals paralleled Hamilton's surge up the league table culminating in promotion being secured on the last day of the season with a resounding 4-0 win away to Forfar. This gave an impressive end of season finish of 6 wins and 2 draws in their last 8 games. Well done.

(Robert - let's see if you can now concentrate on your day job - at least until the start of next season.)

SW Scotland Ceilidh Graeme Reid

On Friday 21st May, over 160 staff and partners from Scott Wilson Scotland Ltd were treated to a traditional Scottish Ceilidh in the historic St Andrews in the Square, Glasgow.

The copious quantities of food and refreshments, in addition to the excellent Ceilidh band, ensured full bellies, full glasses and most importantly a full dance floor for most of the evening.

The number of nationalities present on the night, Hong Kong, Indian, Italian, Polish, Kiwi, Irish, Greek, English, Spanish, Scottish etc, not to mention the Geordies is testament in itself, that truly we are now a global company!

As always an event like this can only be judged a success by those who attended, and given the number of happy faces at the end of the evening it's safe to assume a good night was had by all. At the time of writing, rumours abound that certain individuals from the Glasgow Office were led astray by their Newcastle colleagues to continue partying into the wee hours of Saturday morning. A big thank you to those individuals who contributed to making the evening a very enjoyable experience, and to everyone who attended for helping to round off another successful year in style.



ScottLight 448-4 June 2004

Newcastle Office Change of Address: Lynn Archer

The Newcastle office has been relocated to:
Scottish Provident House
31 - 33 Mosley Street
Newcastle upon Tyne
NE1 1YF Tel 0191 2558080 Fax 0191 255 8081

Is there a Doctor in the House?: Robert Flanagan [Dr Robert Moroney]



At the University of Dundee on Thursday 27th of May, Mr **Robert Moroney**, Graduate Engineer from our Glasgow Office successfully defended his PhD thesis, and in the stroke of an academic pen became *Robert Moroney "Doctor of Philosophy"* or "**Dr Moroney**" to you and me ☺ congratulate Dr. Bob on his achievement, and we wish him a long and happy career with Scott Wilson Scotland Ltd.

Chartered Status for Joanna Glass, Kirsty McHugh, Zoran Levi, Andy Gillespie - Glasgow.

PhD in Civil Engineering Robert Moroney – Glasgow

ScottLight 449-11 June 2004

A1 bridge most complex commissioned by Executive

SCOTLAND'S First Minister, Jack McConnell, last month approved the new Haddington to Dunbar A1 Expressway which includes one of the largest and most complex bridges ever commissioned by the Scottish Executive. Construction of the bridge, which was designed by multi-disciplinary Scott Wilson, required the largest scaffolding ever used in Scotland, with over 250,000 square components. The new Expressway has made a big difference to local road users, not least Scott Wilson engineer Fleming Goldie-Scott who lives in the area.



"I live between Granton and Duns and can credit the new bridge with cutting six minutes off the trip to Edinburgh or Glasgow," said Mr Goldie-Scott. "The new route is slightly repaired, and has succeeded in raising awareness of what we do."

"Many people in the area already associate Scott Wilson with the Beccles - Leiston study, the Woodsey Railway feasibility study, and a study of the use of wool as a construction material. This scheme is another example of how we are endeavouring to improve the local environment."

Because the Tyne Valley is officially designated as an Area of Great Landscape Value, a Nature Conservation Area and a Scottish Wildlife Trust Wildlife Area the design of the new bridge had to complement the landscape.

This was a factor which made it more of a challenge according to Steve Weatherill, a principle engineer for Scott Wilson Bridges. He said: "The scheme was let as a design and construct contract, however, the tender documents imposed strict criteria relating to the form of the structure. The new road crosses the River Tyne at a height of 25m, requiring a bridge in the region of 220m — it would therefore have a major impact on the character of the landscape. As well as crossing the river valley the bridge also crosses the East Linton river walkway which leads to Hadley Castle. To lessen the visual impact the bridge's 22.2m wide deck, which crosses the walkway at a height of 20m, has sloping sides to reduce its apparent width when viewed by pedestrians below."

Scott Wilson and Contractor, Balfour Beatty started work on the £36.2m design and construction contract for the A1 Haddington to Dunbar Expressway during the summer of 2001. The total project cost of 13.7km of dual two-lane carriageway, 11 principle structures and 6.5km of side roads between the existing A1 interchange at Abbotsley, northeast of Haddington and the new Throby Cross Roundabout to the southwest of Dunbar. The new road was officially opened to traffic on April 14.

Scott Wilson in the News
from Simon Hewitt [Basingstoke]

This article appeared in the
Berwickshire News - 27 May 2004

ScottLight 450-18 June 2004

Scott Wilson Ireland New Dublin Office Niall Kavanagh [McCafferty]

Scott Wilson Ireland has relocated to new premises at:

- 1st Floor
- Bracken Court
- Bracken Road
- Sandyford
- Dublin 18
- Ireland

The new Scott Wilson Ireland offices opened for business in Dublin on 21st May '04. Scott Wilson is now involved in a wide variety of projects across a range of disciplines in Ireland. We are also constantly looking for ways to break into different markets.

The following will help give a flavour of the major ongoing Irish projects:

The N8 Cullahill to Cashel roads project is a major commission which Scott Wilson are carrying out as part of a joint venture arrangement with one of our Irish partners, Malone O'Regan. The JV project team, under the leadership of Stan Johnston, has moved into the new offices and their plans include further growing and expanding the roads discipline in Ireland.

Trevor Wood and Mark Martin continue to work with our other Irish partner, TJ O'Connor & Associates, on the **Dundrum Phase 1 project (€400m)**.

Dundrum phase 2 (€250) has recently received planning permission and promises to deliver a healthy workload over the coming years. Since the first SW office opened in May '03 a considerable amount of time has been spent chasing work right across the spectrum of engineering disciplines. This effort is now starting to pay dividends and we have recently been appointed on the following projects:

- 1) **LUAS light railway** – Costing study for extending part of the new rail infrastructure to City West (Davy Hickey Properties)
- 2) **Dorset St. EIS** – Transport planning advice for a proposed scheme to upgrade this city centre street (Dublin City Council)
- 3) **Gort Muire Site** – Masterplanning advice to aid site purchase (Castlethorn Construction)
- 5) **Dundrum Phase 2** – Planning for 6 levels of underground car parking (2500 spaces), service yards etc. (Lenridge Properties)
- 4) **Tallaght Shopping Centre** – Internal structural survey using rope access techniques (The Square Management).

We are also planning to expand our discipline base in the near future to incorporate M&E as well as Geotechnical Services.

The 'Ireland Group', which meets on a regular basis, has formulated a co-ordinated strategy for tendering and working in Ireland. Anyone interested in chasing a project in Ireland should first contact **Niall Kavanagh** in the Dublin Office or **Jim McCafferty** in the Glasgow office. Scott Wilson should portray a consistent image in Ireland and as such all proposals etc. should, if possible, be presented in Scott Wilson Ireland's name.

Thank you to the many UK offices and different sections across the firm who have supported our attempts to secure new work and expand our discipline base here in Ireland. Hopefully all our efforts will bear even more fruit in the near future. Anyone visiting Ireland is more than welcome to call in and 'grab a desk for a day', or to use our meeting room.

Engineer's Rep: A9 Helmsdale to Ord of Caithness - Phase 1 [Bickett; Webster]

Get away from it all! Sun, sea and civil engineering! Enjoy working in a beautiful picturesque location in the north east of Scotland.

SWSL are looking for an Engineer's Representative for the first phase of a two phase project to improve the A9 at Helmsdale, Sutherland, in the north east of Scotland. The phase 1 works are estimated at £5M and are due to commence in July 2004. The works consist of improvements to the existing road with on-line and offline improvements to the existing single carriageway road in one of the most picturesque and demanding locations in Britain. Also included in the works are four structures - one retaining wall, one underpass and two large corrugated steel culverts.

The Engineer's Representative will be responsible for all aspects of the works and will be assisted by one graduate engineer and one inspector of works. The contract is a fixed price lump sum contract with the risk for ground conditions and quantities transferred to the contractor. Three of the structures are contractor designed.

Candidates need to be chartered engineers with good site experience at a senior level, preferably as Engineer's Representative.

If you are interested, contact **Alex Bickett** or **David Webster** at the Glasgow office.

ScottLight 451-25 June 2004

Kwogs Quaich Scottish Golf Outing J Forshaw [Bathie; Frew; Ogilvie; Forshaw; Doubal et al]

This year's Scottish golf outing was held at Alloa on 17 June. A well presented course characterised by tree lined undulating fairways, short par 4s, long par 3s, and lightning fast greens.

A field of 43 players took part in the event with representatives from the Roads and Railways offices in Glasgow together with staff from Edinburgh, Newcastle and our various construction sites. Weather remained fine and sunny for most of the afternoon. However an unlucky few in the last groups were caught in a heavy downpour. The course was in excellent playing condition, however those greens! **Alasdair Bathie** (Railways) combined power hitting with a good touch to emerge as the clear winner and received the Quaich and first prize after picking up an incredible 42 points from the Stableford Competition. This was exceptional scoring from Alasdair, as those following the history of this event will recall he has in recent years been found to be competing for the wooden rather than silverware

prizes. Only **Bill Shearer** (site team) came anywhere close to matching Alasdair's score and with 40 points came second. **Allan Hillhouse** (Glasgow - Roads) came third, after count back, leading a batch of six players all on 34 points.



Hugh Blackwood and Alasdair Bathie

Big hitter **Alasdair Bathie** also won the longest drive - by a mile. The result however is still to be verified awaiting results from a drugs test. Most players failed to pass Alasdair's mark after taking two shots. **Graham Reid** won the nearest the pin competition. (The writer hit the pin but was unfortunate to bounce some 30 metres past into a bunker). **Gary Coutts**, who recording a magic two amongst other scores, received a bottle of whisky for his efforts - kindly donated by **Anne Russell** from the Edinburgh Office - thank you.

As usual there was fierce competition to take away the wooden spoon but keeping with the spirit of the day **Tony Buckley** took this trophy south to Newcastle. It is good to see our Scottish hospitality didn't let our southern visitors go away empty handed.

The team event was again won by Glasgow - Alan **Frew, Derek Ogilvie, John Forshaw and Roger Doubal**, but only after a close count back against Railways. With combined team scores exactly level the deciding committee were at a loss for guidance as to where the trophy should go. Extra holes, a putting competition, nearest the bull at darts were all suggested but eventually it was decided that the scores should be looked at again and after a count back Glasgow were found to have finished stronger and retained the trophy for a 5th year.



*Team Winner Alan Frew, Derek Ogilvie,
Roger Doubal, John Forshaw*

An evening meal of golfer's fare was enjoyed and washed down with some refreshments from the bar whilst watching the football on TV and England v Switzerland. No injury time comeback this time. Football was followed by the prize giving presented by Roger Doubal and Hugh Blackwood. Hugh concluded proceedings reminiscing on the simple beginnings of the outing some 35 years ago when there were barely enough players to make it an event. He paralleled the success of the outing with the continued growth of the Company and commented on the important opportunity it provides to bring different sections together for an enjoyable day. Hugh thanked all the organisers Derek Ogilvie, Roger Doubal, Alan Frew and Andy Gillespie along with the prize winners, with a special mention to his railways team who despite his coaching and advance practice sessions narrowly failed to bring him back the team trophy. A great day enjoyed by all.

ScottLight 452-2 July 2004

Discipline Development Groups, DDGs Jim McCafferty

The completed Table of Divisional Heads of Discipline has been posted on the Intranet at SWIMS Level 1, Policy and Direction, Group Structures and Policies where you will also find the Terms of Reference for DDGs and a standard Template for Annual Reports to the Main Board.

The Disciplines and those named as Heads of Discipline have been chosen or nominated by the Divisional Chairmen. Those of you who were involved in the old Discipline Champion Groups will see that some 'disciplines' have been removed from the list and that others have been added to reflect the changing nature of our business.

Those named have been advised that they should start forming the DDGs involving representatives from the various communities of practice and discipline wherever they may be. If you believe your Discipline community should be involved with one or other of the DDGs, please make contact with one of the Heads of Discipline to register your interest.

The next step is for each DDG to elect one of their number as Chairman for the next two years.

Chairmen will be identified on the Table as soon as I have been notified by each DDG. With a view to rejuvenation and ensuring that no-one rules the roost unchallenged for too long, Chairmanship of each DDG will rotate between those Divisions with significant Discipline communities every two years. The Table of DDGs, the named Heads of Discipline, the DDG Chairmen and the representation of the communities of practice and discipline should be considered dynamic and subject to change as needs and events unfold. The success, or otherwise, of the DDGs is in the hands of those involved. If they are found to be useful networks or communities, they will thrive; if they are not useful, or are carelessly neglected, they will fail. All members of staff are encouraged to re-read the Terms of Reference for Discipline and Business Development Groups to ensure that all concerned understand, and do not confuse, the very different functions they are intended to foster. Please contact Heads of Discipline or me for clarification should the need arise.

A Day in the Life of the Bridges DDG Mike Hackney [McCafferty; El-Belbol; McKenna; Portrack]

History was made at the Dryfesdale Country House Hotel, Lockerbie, on 22 June 2004!

Set in the gently rolling countryside of Dumfriesshire, the hotel was the venue of the inaugural meeting of the SW Bridges Discipline Development Group.

The first item on the Agenda was the formal resignation of Jim McCafferty from the now superseded post of Bridges Discipline Champion. Next, as a result of the previous week's ballot Saed El-Belbol, Central Division's Head of Discipline, was installed as the new Chairman of the Bridges DDG. Colin McKenna was unanimously elected to continue as Secretary.

Despite the change of title, the DDG will carry on the long and vibrant tradition of regular meetings of the Bridges Group, which brings together senior representatives from each of the Divisions to exchange information, discuss technical matters, coordinate and develop ideas and "best practice" and to keep up to date with the latest technical developments. As on previous occasions, the formalities will be followed by a visit to a major engineering site, preferably one of Scott Wilson's. With the formalities completed, and fuelled by a copious supply of coffee and hot Danish pastries, the delegates duly spent the morning discussing the full range of issues affecting the Bridges Discipline. At midday advantage was taken of the sunny Scottish weather to have a short lunch break, "al-fresco," on the lawn of the hotel, before completing the remaining items on the agenda.

Portrack Railway Realignment had been chosen previously as the venue for the site visit. This major, successful, SW Bridges project, which is located a short drive from Lockerbie, comprises the realignment of 1.6 kilometres of the non-electrified, Glasgow and South West Scotland railway line,

including the replacement of two major viaducts. The larger bridge, Upper Portrack Viaduct, is 200 metres long, and carries the line over the river Nith on a 90 metre, steel, curved, truss- girder main span.

By a happy twist of fate, the site borders Lower Portrack House, which is the home of Charles Jencks, the renowned architectural critic and designer and recent winner of the Gulbenkian Prize. The extensive grounds of the house contain the internationally recognised “Garden of Cosmic Speculation”, conceived as a place to explore certain fundamental aspects of the universe, such as atoms, quarks and DNA, using nature itself. Mr Jencks acted as honorary architectural advisor to the design team, and in return the SW bridges team and contractor, Carillion, helped him to develop the landscaping of the existing embankment to form an extension to his garden. Features include “landform trains”, spiral footpaths, spiral mounds and a “red” garden. SW also designed the alterations to the end spans of the existing bridge to convert it into a “forced perspective” footbridge cantilevering over the River Nith. Suitably inspired the delegates wandered through the garden, pausing for photographs along the way, before emerging to be confronted by the majestic curve and fiery magnificence of the new “red” viaduct.



A guided tour of the site followed with the many interesting design and architectural features of the project being observed along the way.



Finally, after such a productive and thoroughly enjoyable day, the delegates retired to a local hostelry to quench their thirsts.

Congratulations to Phil McKenna and Fraser Maxwell

Phil McKenna, Glasgow Office has been elected to the committee of the Concrete Society Scotland Region and **Fraser Maxwell**, Edinburgh office, has achieved Full Membership of the Institute of Ecology and Environmental Management.

Project Manager, Grade 3.1/3.2 - Edinburgh

Our Project Management Division continues to enjoy sustained growth in Scotland and is currently responsible for delivery of a wide range of new Building and Infrastructure projects. Vacancies now exist in our Edinburgh office for enthusiastic and ambitious personnel who have a high level of commitment and self-motivation wishing to manage interesting and challenging projects. Candidates should be Chartered or close to sitting their professional qualification, ideally with a Civil Engineering background. The successful candidate will need to be able to demonstrate sound experience in building and/or infrastructure projects, have good communication and report writing skills and the ability to lead multidisciplinary teams. Contact Susie Edward in Glasgow office.

Senior Water Engineer, Grade 3.2 - Edinburgh

With continued successes and growth of our workload in the Water market, we are seeking to appoint a Senior Engineer with a water / river engineering / hydrology background.

A vacancy exists in our Edinburgh office for an enthusiastic and ambitious individual who has a high level of commitment and self-motivation wishing to manage interesting and challenging projects. The successful candidate will be familiar with river modelling and engineering hydrology and have some design experience, preferably in water retaining structures and earthworks. An ability to demonstrate skills in flood risk assessment, water supply and sewerage or sustainable urban drainage would also be beneficial.

Sound experience in project management along with good communication and report writing skills and the ability to lead multi-disciplinary teams will be required. Qualifications required for the role would include an Honours degree in Civil Engineering and membership of either the ICE or CIWEM. If you are interested in this position please contact Susie Edward in Glasgow office.

ScottLight 454-16 July 2004

REDR Canal Cycle Challenge 2004 Colin Booth [Blair; Irving; Miller]

In the early hours of Saturday 26th June The Scott Wilson Perpetual Notions (**Alan Blair, Jill Irving, Catriona Miller** and myself) joined 140 cyclists in Maryhill, Glasgow to begin an epic journey across Scotland on the towpaths of the Forth & Clyde and Union Canals in aid of RedR - Engineers for Disaster Relief.

The rain started as soon as we did and it was not long before we were soaked to the skin. The line of intrepid cyclists meandered through the suburbs of Glasgow, out into the Strathclyde countryside and it was a muddy mob that pulled in for the halfway pit stop at the Falkirk Wheel - the spectacular boat lift that links the two canals. The torrential rain was unrelenting but spirits were high, despite the look of foreboding on faces at the thought of saddling up for the second leg. The Notions rose to the challenge and were soon pedalling for Edinburgh, negotiating obstacles such as a 600m long, near pitch black tunnel, the Avon and Almond Aqueducts (very narrow and cobbled) and even the odd wind under the bridges! After more than 55 miles and 7 hours after the start, the exhausted SW Perpetual Notions rounded the last corner for the finish line and a well earned pint.

Thank you to all those who sponsored us for this Challenge, raising over £200 for RedR.

ScottLight 455-23 July 2004

Level 5 Promotions **Geoff French** [**A Frew** et al]

The Board is pleased to announce the following promotions to Level 5 Executives from 1st July 2004.



Paul Bracegirdle
Central Division
Chesterfield



Said El-Belbol
Central Division
Chesterfield



Alan Frew
Scotland Division
Glasgow



Mike McWilliams
International Division
Ashford

ScottLight 457-6 Aug 2004

Alan Frew, Scotland Division [Glasgow] Promoted to Level 5, Director

Alan joined Scott Wilson, Glasgow immediately following graduation from Glasgow University in 1982.



During his 22 years with the firm his career has been dominated by an involvement in the Highways and Bridges field. Indeed he has played his part in assisting the Glasgow office in growing from a modest 30 staff in 1982 to a thriving 200 nowadays, playing the firm at the upper echelons of the Scottish transportation business. In addition to his time in Glasgow, he has also assisted the firm in postings overseas, including a period working on the Prithvi Highway near Kathmandu, Nepal, and a 4 year stint working on Route 3 for the Hong Kong office in the early 1990's.

Since returning from Hong Kong he has managed an ever-growing team of highway designers in dealing with a variety of roads commissions in Scotland, Northern Ireland and Northern England. Recent successful schemes have included the £35m A1 Haddington to unbar Expressway, the £100m A1 Beech Hill to Cloghogue scheme and the £20m A96 Blackburn and Kintore Bypass.

Alan has just left behind the bohemian lifestyle of Glasgow's west end for a more mature existence in the seaside town of Helensburgh. His wife Brenda (a Health Promotion Officer turned Housewife) and his two boys, Aidan (four) and Rory (one) are enjoying the peace and tranquillity while Alan battles with the new commuting regime and the house renovations.

He allegedly plays golf, although time pressures make it a very occasional pastime.

Montfode Railway Bridge: **Derek Surgeoner [**McGowan; Blackwood; Hindshaw; Webster; Hunter; Bickett; A78 Ardrossan Bypass**]**

Client: Scottish Executive

Client's Representative: Scott Wilson Scotland Ltd

Principal Contractor: Mowlem plc

Other Parties: Network Rail, Bullen Consultants, Hevilifts.

Construction Cost: £3.05M.

On the morning of the 22nd July 2004 work began on the push of the 3200T Montfode railway bridge into its final position under the Ardrossan to Largs railway line on the West coast of Scotland.



The new bridge forms an integral part of the new **A78 (T) Ardrossan, Saltcoats and Stevenston bypass** which carries traffic from the North of Ardrossan to meet the existing A78 to the south of Stevenston. The bypass project involves the construction of approximately 5 km of new dual-carriageway and a 1.4 km section of single carriageway with climbing lane which passes beneath the railway. The contract for the railway bridge was awarded separately from the main bypass on the 10th of March 2004, with construction starting on the 15th March. Construction of the bridge continued on programme until the middle of July when the principal structural elements of the bridge were completed in their offline position. In order to minimise disruption to the railway during construction, the Contractor's chosen solution for the railway bridge was to construct a reinforced concrete box structure on a temporary reinforced concrete slide base approximately 50 metres to the east of the railway. During a 101hr possession the bridge was jacked into position by a specialist sub-contractor, Hevilifts. This form of construction has now been used on a number of similar railway projects, including the Scott Wilson Scotland-designed **Dalmakethar bridge** on the West Coast Main Line (Completed December 2000). The 101hr possession for the installation of the bridge ran from 22.00hrs on Wednesday 21st July until 05.15hrs on Monday 26th July. The main construction activities carried out during this possession were:

- Removal of Overhead Line Equipment (OLE) and railway track
- Excavation of the railway embankment (11,000 m³)
- Jacking the 3200 tonne structure into its final position (approx 2.5m/hr)
- Backfilling the structure (6,000 m³)
- Re-instatement of the railway track and OLE The work was carried out to a tight programme and all parties were relieved to see the railway handed back on time. The first train passed over the structure at approximately 07.00hrs and included on its passenger list Mr. Jim MacPhie of SWSL (RE for the Bypass Structures).

All members of the project team enjoyed a friendly working relationship with only minor details requiring further debate.

Congratulations are due to all parties involved in this very successful project. It is now expected that the bypass will be completed in November 2004, almost six months ahead of the original scheduled completion date of May 2005.

The bypass project is being promoted by the Scottish Executive and is being procured through two Design and Build contracts. SWSL act as Engineer/Client's Agent and the other principal parties involved are:

A78 Ardrossan Bypass: Contractor: AWG-Mowlem Joint Venture Designer: Carl Bro Group.
Montfode Railway Bridge: Contractor: Mowlem plc; Designer: Bullen.

The opening of the bypass will bring to an end SWSL's twenty-year involvement with the scheme. During that time the project has passed through the hands of several Project Partners/Directors and Project Managers including Bob McGowan, Hugh Blackwood, Simon Hindshaw, David Webster and Ronnie Hunter, but that's another story! It now rests in the hands of Alex Bickett, the current Project Manager.

Principal Engineer Bridges - Dublin - Level 4.1

We are looking for a Principal Engineer to lead a new Bridges section in our Dublin office.

Applicants will need to match our candidate specification, which is:-

- Member of the Institute of Civil Engineers (MICE)
- Civil Engineering degree qualified
- Minimum 15 years' experience in a bridges design consultancy
- 5 years at senior management level
- Sound technical background in bridge design, inspection and assessment
- Bridges design team management experience
- Marketing and business development experience
- Must have sufficient enthusiasm, drive and ambition to lead/develop the new Dublin Bridges team
- Must understand the local market
- Will already have developed contacts within the Ireland Bridges/Highways industry
- Mobility - may need to work for short periods in the UK.

Assistant Engineer Bridges - Dublin - Level 2.2/3.1

We're also looking for an Assistant Engineer to work in our new Bridges section of our Dublin office.

Candidates must be:-

- Working towards membership of the ICE
- Civil Engineering degree qualified preferably to MEng standard
- Approximately 2 years experience in a bridges design consultancy
- Needs sufficient enthusiasm, drive and ambition to assist with the development of the new team
- Mobility - may need to work for short periods away from home including the UK
- Good communication skills
- Good IT skills.

Interested applicants for the above COU vacancies: contact Kate Kirby, Chesterfield Office.

ScottLight 460-27 August 2004

Starters [Mosley; Kirk]

Edinburgh office welcomes Ken Mosley who joined from Carlbro as an Associate on 10th August and Catherine Kirk who started on 2nd August as an Administration Assistant.

Zoran Levi has transferred to Edinburgh office from Glasgow office.

ScottLight 462-10 Sept 2004

Congratulations [Muyinza; Brian; Lewis]

Isaac Muyinza has received an award from the University of Newcastle upon Tyne for 'Best Postgraduate Student in Traffic Engineering'. Isaac graduated in December 2003;

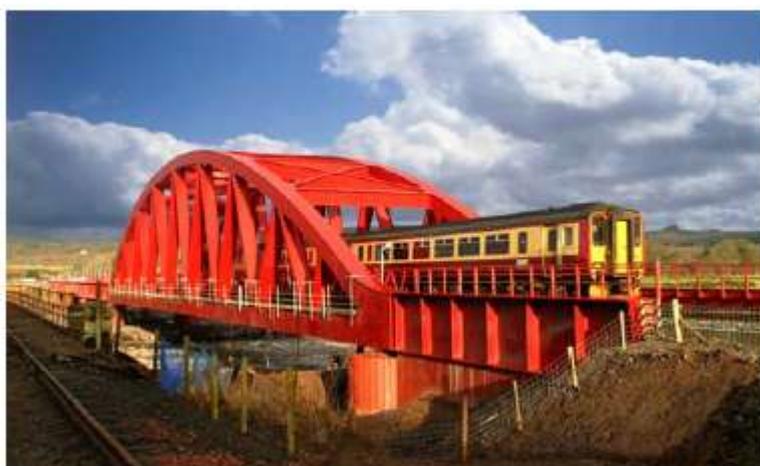
Shelagh Brian, Edinburgh, been appointed a Member of the Royal Town Planning Institute and a Chartered Town Planner;

Chris & Gina Lewis, Newcastle, had a new baby daughter Amelia Rose on 2 September.

ScottLight 465-1 October 2004

Portrack Viaduct: NR Awards: Civil Engineering Achievement-2004: Ronnie Hunter [Hackney]

Congratulations to **Mike Hackney** and his team for winning the **National Rail Awards Civil Engineering Achievement of the Year for their efforts on Portrack Viaduct**. The project involved the replacing a pair of 19th Century viaducts in a remote location over the River Nith some 5 miles north of Dumfries. The existing bridges had been so damaged by the turbulent natural river flow that their total replacement was the only sensible option. The opportunity was also taken to realign over a mile of track on the increasingly important Glasgow and South Western route. The project was carried out on a Design And Build basis and Mike continued his close working relationship with Carillion to successfully meet the challenges on the £15m project. The project team was based in Park Circus with railway engineering input provided by Jim Miller's team in Buchanan House. The team also cooperated closely with Charles Jencks, an internationally renowned Landscape Architect, who lives adjacent to the site and who developed the themed landscaping on his land. After much careful thought the new structures were painted a striking bright red to gain maximum impact in a landscape of green. This success builds on the team's previous awards for **Float Viaduct and Milngavie Bridge** and puts them at the forefront of railway bridge engineering. Well done!!!



ScottLight 466-8 Oct 2004

Roy Hodgen Obituary: Jim McCafferty [Cullen; Holmes]

It was with deep regret that I heard recently of the death of Roy Hodgen who was a key figure in the early days of Scott Wilson Scotland.

Roy joined Scott Wilson Kirkpatrick & Partners from Queens University Belfast in the 1950s working initially in London and Nigeria. He was one of those young stars picked out by Henry Grace to receive a Scott Wilson Kirkpatrick Scholarship to study Transportation at Harvard. Henry Grace directed him to report to Glasgow on his return from USA in 1960 where he was joined by **John M Cullen** and the youthful **Billy Holmes**.

Roy was a central figure in the preparation of The Highway Plan for Glasgow and in our appointment for the extensive final design that later came our way. He became an Associate responsible for the Glasgow Office and later the first Managing Director of Scott Wilson Kirkpatrick & Co Scotland. He was a man of great intellect (apparently known as Mr 100% at Harvard) and was very well respected in the field of transportation planning. The work that he, **John Cullen** and others produced still provides the basic plan for the transportation and highway network in and around Glasgow.

Congratulations to Dr Marwan AL-Azzawi of SWSL's Glasgow Office who has successfully completed a part-time PhD in Pedestrian Transport Modelling from the Transport Research Institute (TRI) at Napier University, Edinburgh.

Scott Light 487-15 Oct 2004

Scott Wilson Scotland Christmas Holidays [Jim McCafferty](#)

Further to the notice in Scott Light on 23 January 2004 detailing the 2004 – 2005 Public Holidays in Scotland, please note that all Scott Wilson Scotland Offices will be closed over the Christmas/New Year period from 27 to 31 December 2004 inclusive and on 3, 4 January 2005. Staff are required to take 3 days annual leave to cover the period 29, 30 & 31 December 2004.

Scott Wilson Scotland Opportunities in Belfast, Northern Ireland [Frew](#)

Scott Wilson Scotland Ltd is continuing its expansion and has several exciting opportunities for individuals to work in the wider transportation market in a new office in or around Belfast, Northern Ireland.

We have worked successfully in the Province over the past five years, mainly through a joint venture arrangement with local firm, Ferguson McIlveen, and the time is now right to establish a more permanent presence. In addition to cementing our growing reputation with a variety of clients, we are also currently pursuing a major opportunity to set up a partnering arrangement with Roads Service, the local roads authority. We are looking for all grades of staff, from senior personnel responsible for running the new office and developing new business opportunities through to the full range of technical staff. The disciplines that might be of relevance include:

- Roads design
- Bridge design
- Geotechnical
- Traffic and transportation
- Procurement

If you are interested, please call [Alan Frew](#) in the Glasgow Park Circus office.

ScottLight 469-29 Oct 2004

The Next Step In Internal Global Communications: Exchange [\[ScottLight; Interchange\]](#)

Georgina Corbett [HR Director]

The introduction of the Scott Wilson global newsletter, **Exchange**, was the first phase in the implementation of our updated approach to internal communications in Scott Wilson. Phase 2 is to create an electronic newsletter focusing on geographic and regional issues, replacing **ScottLight**. The name of this weekly newsletter will be **Interchange**. Most of the sections familiar to regular ScottLight readers will remain, however moving to an electronic format will enable quick and easy distribution and be less of a drain on all the resources currently necessary to produce a hard copy weekly publication. Interchange will allow more selective reading for those who are interested in a particular topic and provide direct access to the exciting developments available in the new Intranet. Work is currently underway on the styling, distribution and links with Unite and we are on schedule to launch before Christmas this year.

ScottLight was launched almost 10 years ago at a time when electronic access was limited and written information was fragmented and uncoordinated; it marked a major milestone in improving communications within Scott Wilson. Technology, time and expectations have moved on since its inception and now is the time to take advantage of the opportunities this presents. The enthusiasm and engagement displayed by those who provide a rich source of material each week for ScottLight is something that we hope will continue with Interchange. Over the next few weeks we will be updating you all on progress and asking a representative group of people to give us feedback on the new format and styling.

In the meantime, please keep sending your articles and updates to Angela Lowle who will be carrying on with her editorial responsibilities with Interchange as well as being the UK/European Regional Correspondent for Exchange.

Congratulations to [Danny Boothman](#) - Glasgow office, who has achieved Full Membership of the Institution of Structural Engineers.

ScottLight 470-5 November 2004

Saltire Awards 2004 Scotland Wins-Wins-Wins: Ronnie Hunter [Frew; Murphy; Hackney; O'Hara; Adams; Clegg; McPhie; Riach]

The Saltire Awards are Scotland's premiere Civil Engineering Awards; the competition is run annually by The Saltire Society in conjunction with The Institution of Civil Engineers. This year there were 23 entries covering Projects, Design, Construction, Conservation and Environment categories.

Of the ten commendations awarded, SWSL won five!



A1 Haddington – Dunbar – Commendation awarded for recognition of the detailed planning, design and execution of a major highways project, which sensitively enhances the road network. In particular, it recognises the outstanding achievement in the delivery of the Tyne Bridge. Congratulations to **Alan Frew, Dominic Murphy** and their teams, including colleagues from C and New Divisions. This project was also **recently shortlisted for the BCIA Awards**.

Portrack Railway Realignment – Commendation award in recognition of the excellence in concept, design, planning and execution of a major civil engineering project undertaken with outstanding attention to detail. This builds upon **Mike Hackney's** team success at the **National Rail Awards 2004**.

A8 Baillieston to Newhouse Major Maintenance – Commendation awarded in recognition of the outstanding team work, detailed planning, attention to safety and skill in execution of the upgrading of a key component of the country's infrastructure. Congratulations to **Kenny O'Hara, Peter Adams** and their team who included SWPE.

Eigg Ferry Terminal – Commendation awarded in recognition of the innovative and sensitive manner in which the all year round construction was carried out to programme and budget in an exposed island location. Congratulations to **Robert Clegg, Ross McPhie** and their team.

A1 Howburn – Houndwood Dualling – Commendation awarded in recognition of the vision, commitment and teamwork in improving the road network in a manner which was sensitive to the environment and the local community. Congratulations to **Alan Frew, David Riach** and their team. At this point in the Award Ceremony, it was clear that it was a Scott Wilson day! However, better was to come.

The awards panel concluded that one project was of sufficient merit to deserve special award.

The Saltire Award for 2004 was awarded to: Portrack Viaduct Realignment – a well deserved result further acknowledging the success of the SWSL-Carillion team in rail bridge engineering.

Overall an excellent performance by Scott Wilson and the day of the awards ceremony ended in celebration as the certificates were shown to the staff in the Glasgow office at an impromptu social night.

ScottLight 474-3 Dec 2004

Scott Wilson Renewable Energy Transfers to Edinburgh [Wright; Harris]

from Geoff French [Group Chairman]

Following discussions with various groups involved in Renewable Energy, a decision has been made to transfer the centre of our Wind Engineering work to Edinburgh. This decision allows us to build on the considerable expertise already developed in Scotland and concentrate our resources in this growing area of our business. The business will be led by **David Wright** who has extensive experience in this sector and will work with other parts of the organisation involved in the Energy sector to provide high quality and bespoke solutions to our clients.

Neil Harris, who has been co-ordinating this work previously, has decided to leave our employ. However he will continue to work with us on a consulting basis to build on the successful networks and relationships he has established over many years.

As a result of this, and other restructuring decisions in both New and International Divisions, it has been decided to close the St. Austell office with effect from end of December 2004. A number of staff have been offered the opportunity of transferring to Edinburgh, other staff have already been transferred to Plymouth or other Scott Wilson offices. A small number unable to relocate may be leaving by the end of the year.

We remain committed to this sector and we see this decision as a positive step in improving our market share in this developing area of our portfolio. Over the next few months **David Wright** will be working with each of the Divisions involved in Renewable Energy to agree how we can leverage the specialist skills available across the group.

ScottLight 476- 17 Dec 2004

Final Issue next page.



Final Issue: 476
Christmas - December 2004

From Geoff French , Group Chairman

Many thanks to all of you for your tremendous efforts over the last year, efforts that have helped Scott Wilson to continue developing and prospering.

Our people continue to be the heart of our success. This has recently been highlighted again in the client research undertaken as part of our Corporate Branding work. Our investment in developing our most important resource continues with the Graduate and Leadership Development Programmes. The emphasis on our people will continue as a key strategic focus in 2005.

We are also updating and improving all of our communications and as a result this is the very last edition of ScottLight. My thanks to all of you for making it such a success over all 476 issues – and in particular my thanks to Angela Lowie for her role as Editor over virtually all of those issues. The New Year will see the launch of Interchange our new local eZine bulletin board of events, activities and business updates in support of our worldwide quarterly magazine, Exchange.

I hope you all have a very enjoyable Christmas and look forward, with your continuing support, to our ongoing development in 2005.

Goodbye ScottLight

from Angela Lowie [Editor]

After nearly 10 years it's time to say goodbye to ScottLight. But don't shed too many tears, we have two splendid new forms of communication - Exchange which you will all have enjoyed already, to be joined in the second week of 2005 by Interchange, our new electronic newsletter which, in the New Year, will have direct links to Unite.

ScottLight was officially born on 3rd August 1995. At first this new company newsletter was known as SWK News but after a competition, when it saw off alternative names such as The Blue Thing, Staff What's Knew and SWK Weekly Planet, the name ScottLight was chosen, with SQUAWK! a close runner up. Its objective was to encourage staff communication and replace a plethora of separate staff memos and notices. There were those who didn't expect ScottLight to last but, against all expectation, it has gone on and on, with enough information being submitted to give an average of 6 pages every week.

I have been Editor for 8½ years. When I first took over its preparation articles were posted or faxed to me and had to be retyped. E-mailed articles arrived via the computing department who put them onto a floppy disk and posted them to me through the internal mail! Things have certainly changed.

Readers say they have been delighted, bored and exasperated by ScottLight. A bête noire for non-Basingstoke staff was 'The Window Cleaning in Scott House'. Well, it seemed important to some of us! There have been some very sad moments when deaths have had to be announced but there have also been 140 birth

announcements and many congratulations on weddings and personal achievements.

Numerous projects and successes have been proclaimed over the years; too many to mention, but one I liked was a Plymouth office announcement in 1999 that it would be developing the HQ of the Monster Raving Loony Party in Devon (and it wasn't a 1st April issue!)

The Company's Linguists List started in ScottLight, the first list showing staff who between them spoke 7 languages. Who could predict that it would grow into a list of 52 different languages. What clever people there are out there.

Scott Wilson has outgrown ScottLight - its low-tech format was suitable for its era but now is the time to embrace modern technology and also think about the environmental impact of a printed newsletter. We still rely on you to keep the information coming in - please send items directly to the Interchange e-mail address which is on the global address list.

Thank you to everyone who has contributed to ScottLight over the years and to the people who have helped print and distribute it, especially Bruce Williamson, Andy Emberton, Marian Hicks, Carole Ruffell and Conor Brown and a really big thank you to Lusa Armstrong who bravely took on its preparation when I wasn't around.

Very best wishes for Christmas and the New Year.

This is a Scott Wilson Holdings publication distributed to all staff in the operating, associated and subsidiary companies in the UK and Europe. It is not for outside circulation.

ScottLight.....THE END