

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 11 April 2025 11:21  
**To:** TS LATIS <lati@transport.gov.scot>  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** Re: M8 Woodside Viaduct Perm Solution - Request for Information

Good afternoon [redacted under regulation 11(2) of the EIRs]

Thank you for sending the UFS file for the SRTM model this week. We have downloaded this file and are inspecting the network. Are we likely to receive the UFO files from Systra to accompany this?

Additionally, are Systra able to share a closure log or a list of scenarios that have been previously modelled of closures or reduced capacity on the M8?

Many thanks for your help on this

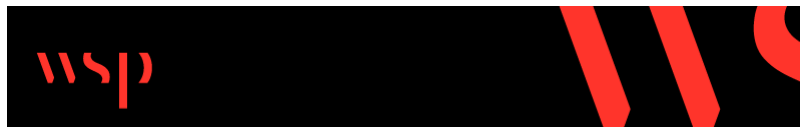
Kind regards

**[redacted under regulation 11(2) of the EIRs]**  
Principal Transport Modeller  
[redacted under regulation 11(2) of the EIRs]

**WSP**

King's Orchard, One Queen Street,  
Bristol BS2 0HQ  
United Kingdom

**wsp.com**



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Registered office: WSP House, 70 Chancery Lane, London, WC2A 1AF.

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** Friday, March 28, 2025 13:23  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: M8 Woodside Viaduct Perm Solution - Request for Information

Hi [redacted under regulation 11(2) of the EIRs]

+++ SYSTRA wrote ++++

The UFC files could be shared, but we would need to run and save the much larger UFO files as don't save these as standard (these are very helpful for select links but tend to be a few Gb each). Wouldn't take too long though for one scenario if required.

We would upload the files through our "Send to" share site for download.

Cheers

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**

Head of Appraisal and Model Development | Transport Strategy and Analysis |  
Transport Scotland

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]

**Sent:** 28 March 2025 10:06

**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** RE: M8 Woodside Viaduct Perm Solution - Request for Information

Good morning [redacted under regulation 11(2) of the EIRs]

Thank you for the email below and the information you have sent across. We can download this and start to digest.

Please let us know the best way for the model files to be sent to us. Could you also confirm whether the assignment files UFC/UFO files will be included as well which would be useful to undertake some select link analysis and other investigations?

Kind regards

**[redacted under regulation 11(2) of the EIRs]**

Principal Transport Modeller

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]

**Sent:** 27 March 2025 08:36

**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** RE: M8 Woodside Viaduct Perm Solution - Request for Information

Hi,

Combining this request for information with the SRTM Access request (attached) via the LATIS Mailbox given the overlap.

Below is information from SYSTRA who have done some previous modelling on Woodside. [my comments in square brackets in red]

+++++

### **Forecasting**

Firstly, in terms of model documentation, the SRTM Forecasting Specification note is attached documenting the transport scheme assumptions for each scenario year, and also includes summarised vehicle trip/ kilometre changes over time for the With and Without policy scenarios (D06). There is currently no specific uncertainty log for SRTM summarising the input planning data and forecasting relevant to the local study area, but this could be prepared if required. [redacted – out of scope]

A check of relevant transport scheme assumptions should also be considered. For example, note that the Glasgow City Centre Low Emission Zone (LEZ) is not represented within the SRTM forecasting.

### **Model Development Reporting**

The underlying SRTM model development report is available on the LATIS website:

[Land use and Transport Integrations in Scotland \(LATIS\) | Documents, Reports and Guidance | Transport Scotland](#)

Users should note the age of the underlying SRTM model and that the calibration and validation data comparisons are several years old. The network representation and PT services may also have changed over recent years, particularly at the local area level. The local study area representation should therefore be reviewed as part of the scheme testing process, and updates and further traffic flow / validation comparisons undertaken if deemed necessary.

The SRTM is a large multi-modal model and there is potential for a degree of model noise / instability during model testing and subsequent economic appraisal.

### **2030 Scenarios**

The request suggests using the closest available scenario to the 2027 year, for both the Without Policy and With Policy scenarios. The SRTM 2030 with and without policy forecasts would therefore be most relevant for the request (as no With policy 2025 is available) – and presumably focussing on the Without Policy as a core scenario, given the uncertainty relating to the With Policy 2030 input assumptions, which may be subject to change. [to note that whilst I agree that given the current policy position on achieving a 20% reduction in car km by 2030 means that it would be more appropriate to use the ‘without policy’ scenario, do not call it the ‘core’ scenario!]

### **Model Files and SRTM Application Approach**

We would suggest providing the attached information and also an “SRTM 2030 Without Policy loaded road network (.UFS) file” (i.e. D03) so the WSP team can review the study area network and understand the detail of SRTM modelling that could be used to represent the scheme proposals, and any accompanying traffic management. This can be used to determine a specification for scheme testing (in

terms of proposed road network / junction changes), which can be shared with the LATIS Framework modelling team to then code-up and undertake the road assignment and/or full demand model runs using the standard SRTM model procedures. A list of outputs / relevant analysis can also be compiled for sharing test results with the WSP team. This approach is similar to the earlier testing work noted below and consistent with other LATIS applications where the LATIS team is responsible for model coding, model assignment and preparing outputs. [comment mainly for [redacted under regulation 11(2) of the EIRs] – we have provided loaded network files (as noted above), but we don't share the model for running]

We have attached some flow difference examples from the earlier work, but it may also be useful to provide the full set of network plots illustrating the change in flows with the closure in place from the earlier testing (and also the SRTM zone system).

<https://www.transport.gov.scot/media/48775/website-srtm-zone-system.zip>

Note that the earlier Woodside testing was undertaken at a high level, and did not include local network updates or the type of accompanying local traffic management that may be anticipated with this type of scheme. There are likely to be a number of improvements to representation that could be made and/or forecast network delays which could be mitigated to some degree within the scenarios. An iteration of testing maybe required to assess the performance of the modelling in the area, and identify any relevant updates to improve representation.

Please let me know if anything else is required from our side and also happy to talk through. Would need to upload the model network as 60mb and network plots as 30mb+ (but can do this quickly if required).

Best regards,

[redacted under regulation 11(2) of the EIRs]

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### **Note of Previous Woodside Viaduct Closure Test (D05)**

A summary of the earlier SRTM application testing the closure of Woodside Viaduct is as follows (undertaken in June 2023). We have also attached some of the images showing the change in traffic flows across the wider network during the AM, Inter and PM Peak Hours.

### **Appraisal of the Woodside Viaduct closure using SRTM and accompanying analysis.**

#### **Traffic Management / Closure Specification:**

- Closing M8 corridor between J16 and J17 to all vehicle categories within the SRTM road network model and therefore forcing strategic traffic to travel via an alternate route, mode or change destination
- The appraisal was based on the Strathclyde Regional Transport Model (SRTM model Version 3.5a High) '2025 forecast year Scenario', with full

demand modelling including Mode and Destination choice impacts along with route choice.

The model results were used to identify the annual change in road and public transport user travel time for business (In Work) and commute/other trips (Non Work) during 2025. Road traffic volume difference plots were prepared for three periods (the AM Peak, Inter Peak /Lunchtime and PM peak periods) and three coverage areas / levels of network illustration.

- The traffic flow difference plots indicate strategic traffic mainly switched to M74, with some increase in traffic at the local vicinity of the closure.
- Highway demand in all three time periods is seen to reduce, with an increase in public transport trips.
- The impact on business trips is less substantial compared to commuter and other trip purposes.
- The disbenefit for the viaduct closure is calculated at -8.7 million person hours for the 2025 year (i.e. representing one year of annualised disbenefits across the road and public transport network for the full closure of Woodside Viaduct for a period of 1 year between junction 16 and 17)

Several traffic flow difference plots showing the forecast change across the local and wider model area for Woodside Viaduct closure in 2025 were provided (including the change in modal split and reassignment in traffic flows). The figures show the flows (PCUs) for the AM, Lunchtime and PM peak periods, and are displayed as: bandwidths; flow differences, and; absolute flows in the reference case and do something.

To assist in referencing these files, they have been consistently named using the following convention:

**Plot Areas:**

OUTER – wide area

CENTRAL – area to north of city centre including Woodside viaduct

INNER – tightly focused on Woodside Viaduct

**Flows**

BAND – scaled coloured bandwidths showing increases and decrease in flows in Woodside viaduct closure relative to the Reference Case network

FDIF – annotated link flow differences (displayed as flows difference instead of bandwidths)

FLOW – annotated link flow for Reference Case or Woodside viaduct closure

**Time period**

AM/LT/PM

**Scenario**

REF – Reference Case scenario

WVC – Woodside viaduct closure scenario

25 - 2025 forecast year

**For example:**

The following filename shows the change in flows as follows:

FDI\_BAND\_OUTER\_PM\_WVCvsREF\_25.JPG

The figure shows the: flow differences, displayed as bandwidths, for the Outer area, PM peak period, Woodside Viaduct Closure versus Reference Case, in forecast year 2025

FYI – the bandwidth figures provide the best overall image of the change in flows across the network associated with the viaduct closure in 2025 (blue – reduction in flows/green – increase in flow)

+++++

Cheers

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**

Head of Appraisal and Model Development | Transport Strategy and Analysis |  
Transport Scotland

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]

**Sent:** 24 March 2025 10:43

**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** M8 Woodside Viaduct Perm Solution - Request for Information

[redacted under regulation 11(2) of the EIRs]

Please see attached Request for Information Form's. I have packaged these up into individual disciplines in case they need to go to different people/departments.

If you have any questions or queries then please let me know.

Regards,

**[redacted under regulation 11(2) of the EIRs]**

Associate



[redacted under regulation 11(2) of the EIRs]

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 04 September 2025 11:45  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: RFI 016 - LATIS Request - SRTM Woodside Viaduct Model Runs

Hi [redacted under regulation 11(2) of the EIRs]

Thanks for the clarification.

We are happy to proceed without this information and will note the assumption that traffic levels are not expected to increase, and that the study area will be defined based on the 2025 analysis.

If this is agreed I will close the RFI with this note?

Thanks

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 04 September 2025 09:56  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: RFI 016 - LATIS Request - SRTM Woodside Viaduct Model Runs

Hi [redacted under regulation 11(2) of the EIRs]

Bear in mind that by both 2030 and 2045 the current and likely future ambition\* of the Scottish Government is to have less traffic on the network rather than more traffic. [redacted – out of scope]

There is a cost and timescale impact of running the models. If the runs are solely to understand the area of impact, then it would be highly unlikely that these futures would show anything substantially different to the 2025 runs.

In addition, as we move to longer timeframes of closure (i.e. the closure has been in place for 5 or 20 years), the question of land-use responses come into play and that is not somewhere we want to go.

Cheers

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**

Head of Appraisal and Model Development | Transport Strategy and Analysis |  
Transport Scotland

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 04 September 2025 09:33  
**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** RE: RFI 016 - LATIS Request - SRTM Woodside Viaduct Model Runs

Hi [redacted under regulation 11(2) of the EIRs]

We have discussed this query with the modelling team.

We were not aware that the 2030 & 2045 runs were not available but consider that running them would be useful. We will use the closure test to define the study area by analysing the reassignment of trips caused by the closure. The 2045 assignment will have the highest traffic flows and would help us understand the largest impact and the widest area of likely impact.

Happy to discuss later, or to arrange a call between your SPA colleagues and our modelling team if helpful?

Thanks

[redacted under regulation 11(2) of the EIRs]

**From:** [redacted under regulation 11(2) of the EIRs]

**Sent:** 03 September 2025 16:40

**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** RE: RFI 016 - LATIS Request - SRTM Woodside Viaduct Model Runs

Good afternoon,

As we have a scheduled procurement workshop tomorrow afternoon, I'd be grateful if we could please also discuss this RFI following the meeting?

SPA colleagues have queried why WSP need 2030 and 2045 runs based on the previous closure test i.e. what WSP will use this information for?  
WSP may not be aware these were not run previously and hence are adding to costs.

Regards,

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**

Infrastructure Delivery | Transport Scotland

**From:** [redacted under regulation 11(2) of the EIRs]

**Sent:** 05 August 2025 16:03

**To:** [redacted under regulation 11(2) of the EIRs]

**Cc:** [redacted under regulation 11(2) of the EIRs]

**Subject:** RFI 016 - LATIS Request - SRTM Woodside Viaduct Model Runs

[redacted under regulation 11(2) of the EIRs]

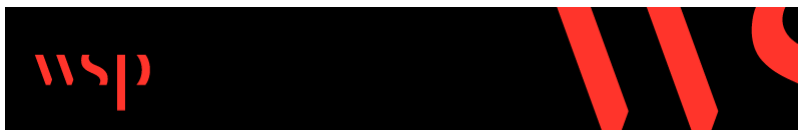
Please see a further request for information form RFI 016 – let me know if you need any further information or have any queries.

Regards,  
**[redacted under regulation 11(2) of the EIRs]**  
Associate

[redacted under regulation 11(2) of the EIRs]

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** Friday, January 9, 2026 11:09 AM  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** Re: M8 Woodside contract update - Systra validation exercise

Hi [redacted under regulation 11(2) of the EIRs]

Many thanks for sending across this approval yesterday. We were able to meet with Systra first thing this morning to get the validation exercise started, so it was very good timing.

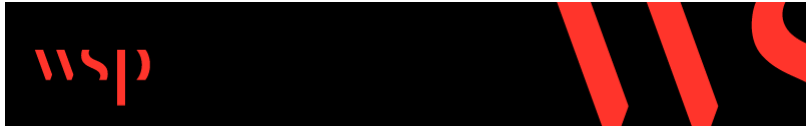
[redacted – out of scope]

Cheers,  
[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**  
Associate – Transport Planning  
[redacted under regulation 11(2) of the EIRs]

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Edinburgh  
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---

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** Thursday, January 8, 2026 4:58 PM  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: M8 Woodside contract update - Systra validation exercise

Hi [redacted under regulation 11(2) of the EIRs]

[redacted under regulation 11(2) of the EIRs]

[redacted – out of scope]

Regards,

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**  
Infrastructure Projects | Transport Scotland

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 06 January 2026 17:37  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: M8 Woodside contract update - Systra validation exercise

Hi again,

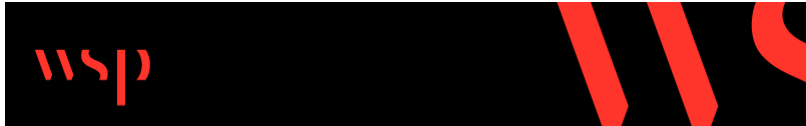
Many thanks for coming back so quickly – we'll update the teams accordingly.

Cheers,  
[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**  
Associate – Transport Planning  
[redacted under regulation 11(2) of the EIRs]

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Edinburgh  
EH12 9DH

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 06 January 2026 17:32  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: M8 Woodside contract update - Systra validation exercise

[redacted under regulation 11(2) of the EIRs]

[redacted – out of scope]

I am seeking views internally. [redacted under regulation 11(2) of the EIRs] is back from leave tomorrow, I am hopeful I can get correspondence to him for approval to proceed with this additional work, if we have a positive response hopeful to respond to you by close of business this week.

Regards,

[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**  
Infrastructure Projects | Transport Scotland

**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 06 January 2026 17:06  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** Re: M8 Woodside contract update - Systra validation exercise

Hi [redacted under regulation 11(2) of the EIRs]

[redacted – out of scope of request]

While it's only working day 2 of 2026, I just wanted to drop you a quick line to follow up on our conversation from just before Christmas. Have you had any luck with the exceptional circumstances process you were going to try for the validation exercise?

We're more than happy to provide any additional information / join a call if we can be of assistance.

Cheers,  
[redacted under regulation 11(2) of the EIRs]

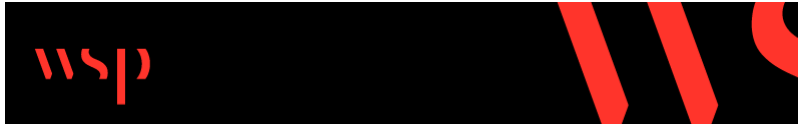
**[redacted under regulation 11(2) of the EIRs]**

Associate – Transport Planning  
[redacted under regulation 11(2) of the EIRs]

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** Friday, December 19, 2025 3:15 PM  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** FW: M8 Woodside contract update

Hi [redacted under regulation 11(2) of the EIRs]

Many thanks for your time just now.

Please find below the final estimate from Systra along with a further description of the works proposed to mitigate risk related to the SRTM. [redacted – out of scope]

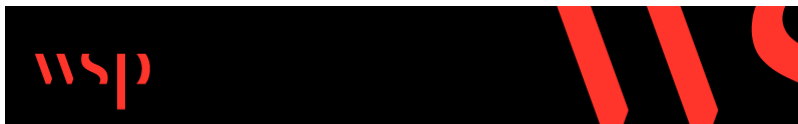
Cheers,  
[redacted under regulation 11(2) of the EIRs]

**[redacted under regulation 11(2) of the EIRs]**  
Associate – Transport Planning  
[redacted under regulation 11(2) of the EIRs]

**WSP**

7 Lochside View  
Edinburgh  
EH12 9DH

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**From:** [redacted under regulation 11(2) of the EIRs]  
**Sent:** 19 December 2025 12:49  
**To:** [redacted under regulation 11(2) of the EIRs]  
**Cc:** [redacted under regulation 11(2) of the EIRs]  
**Subject:** RE: M8 Woodside contract update

Hi all,

Following our progress call with [redacted under regulation 11(2) of the EIRs] and [redacted under regulation 11(2) of the EIRs] regards requirements, we have finalised the estimate for additional modelling work. This covers:

- Model updates, matrix estimation and calibration as described below
- preparing some supplementary count data from the existing SRTM data sets
- Programme, management, progress updates – through to March 2026.
- and also preparing the economic skim outputs for each of the scenario tests for input to TUBA (8 scenario runs) – as the economics elements were not included within the original fee

[redacted – out of scope]

Best regards,

[redacted under regulation 11(2) of the EIRs]

[redacted under regulation 11(2) of the EIRs]  
Associate Director  
Ground Floor, 18 Charlotte Square, Edinburgh, EH2 4DF  
Direct Dial: [redacted under regulation 11(2) of the EIRs]  
Main Office: [redacted under regulation 11(2) of the EIRs]  
Website: [www.systra.co.uk](http://www.systra.co.uk)

<https://twitter.com/SYSTRALTD>  
[www.linkedin.com/company/36421](http://www.linkedin.com/company/36421)

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