



## WEST COAST MAINLINE

### Garriongill

#### The Project

Following embankment movement in 2013 an extensive programme of holding works including ground and mineworks investigations, slope and track monitoring and design development /optioneering was carried out resulting in a engineering solution which negated the requirement to disrupt rail traffic and minimised the impact on the adjacent SAC area. Once the design was confirmed planning permission from the Scottish Government was then obtained before commencing works.

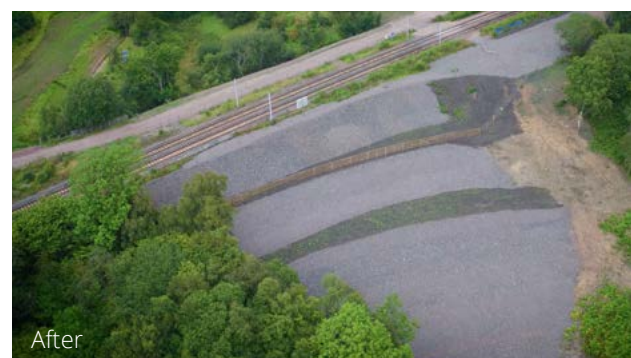
#### Scope of works

Delivered with maximum utilisation of dayshift working, over 22,000tons of rockfill was installed as well as 4000t of grout injected into redundant mineworkings By setting up a safe system of work along with an extensive slope and track monitoring regime QTS were able to maximise day-shift working to install rockfill and carry out minework remediation (with trains running), minimising costs and reducing safety risk to our operatives and operational railway.

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Location: Wishaw      Principal Contractor: QTS Group  
Client: Network Rail IP      Principal Designer: COWI  
Project Value: £4.6m      Timescale: 32 Weeks

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Accountability, Reliability & Quality

Leading the charge in the decarbonisation of the UK rail network



### Work Carried Out

- No disruption to rail traffic on West Coast Mainline
- Works carried out without incidents in SAC / SSSI
- Successfully worked collaboratively with Network Rail, COWI, UK Skanska, North Lanarkshire Planning, SNH and SEPA
- 5000 tons of material and 1 million litres of water recycled on site

### QTS In-House Services

- QTS Labour
- QTS Plant
- QTS IRATA
- QTS Fencing

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“This was the biggest embankment and mining remediation we have undertaken in the 5 year control period. The successful completion of the work has removed an active area of concern from the West Coast Main line. If this had not been addressed there was a real risk of disruptive speed restrictions and operational impact for our customers. The work was carried out under challenging circumstances with careful consideration given to meeting engineering needs and stringent environmental and planning constraints.”

**Alastair Mac Farlane**

Route Asset Manager, Geotechnics, Drainage & Off-Track

Delivered in  
32 Weeks

58,000 man  
hours worked

Zero accidents  
or incidents

