



M74 Completion Scheme Post-Project Evaluation Study

Sixteen Weeks After Opening Review

October 2012



M74 Completion Scheme Post-Project Evaluation Study

16 Weeks After Opening Review

October 2012 - Final

Transport Scotland





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1 INTRODUCTION

1.1 Scheme background

- 1.1.1 The M74 Completion scheme completes a vital part of the west of Scotland's motorway network. The new 8km section of motorway continues the M74 motorway from the Fullarton Road Junction, near Carmyle, to the M8 motorway west of the Kingston Bridge.
- 1.1.2 The new road has been built to motorway standards and includes three lanes and a hard shoulder in each direction. The scheme included the construction of 14 bridges, one two-way junction where the M74 meets the M8, and three four-way junctions. The extent of the scheme is shown in Figure 1.1.

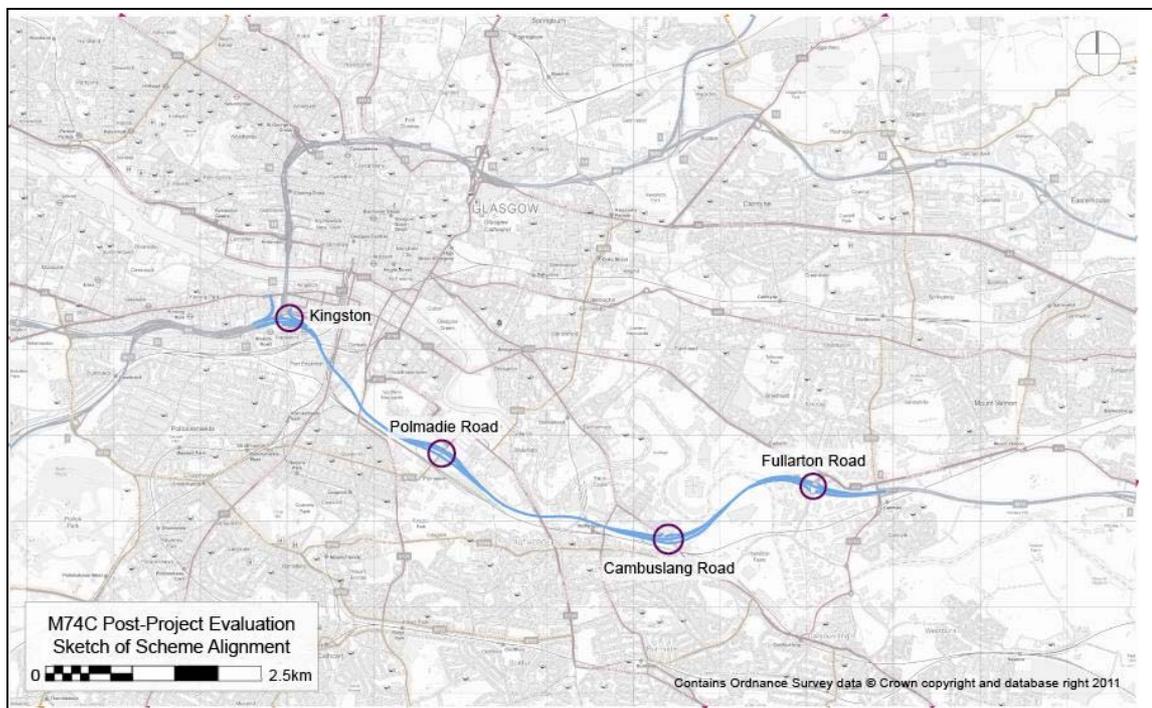


Figure 1.1 : M74 completion scheme alignment and local road network connections

- 1.1.3 Construction work on the scheme began in May 2008 and was completed in June 2011. The new road was opened to traffic on Tuesday 28 June 2011.

1.2 Planning objectives

- 1.2.1 The transport planning objectives for the M74 Completion scheme, as defined by the Project Partners during the early scheme assessment, include:
- Completion of the strategic transport links for West of Scotland businesses currently handicapped by severe congestion on the M8

- Advancing the national competitiveness by improving access to Glasgow Airport and other key strategic commercial and industrial sites
- Assisting the development of prime sites in high unemployment areas throughout West Central Scotland
- Opening the way for regeneration of derelict land across the south and east of Glasgow and in Rutherglen and Cambuslang
- Relieving traffic congestion on local roads across Glasgow and South Lanarkshire, allowing priority to be allocated to public transport, cyclists and pedestrians
- Improving road safety and reduce road accidents

1.2.2 The various traffic studies carried out as part of the scheme appraisal forecast that the scheme would perform well in achieving these objectives. In particular, the proposed scheme was forecast to:

- provide relief to the M8 northern flank between Charing Cross and Baillieston by reducing the two-way flow by around 20,000 vehicles per day, and provide relief to the local road network through the transferral of traffic from the local road network to the new road
- improve journey time by around 5 to 10min for local journeys, and by up to 15min for strategic journeys using the new route and avoiding the congested M8 northern flank
- improve access along and adjacent to the scheme corridor to currently derelict areas
- improve safety and reduce traffic accidents by transferring traffic off local roads to the new motorway

1.3 Post-project evaluation

1.3.1 As the Trunk Road Authority, it is Transport Scotland's responsibility to undertake the evaluation of any new trunk road asset to demonstrate the extent to which the social, economic and environmental objectives of the project have been met. This includes the evaluation of any environmental mitigation works.

1.3.2 In the case of the M74 Completion scheme, given the range of central and local government interests along with community and business interests, together with the influence and interactions between the strategic and local road networks, a partnership approach has been taken to the evaluation. The evaluation is being carried out by Transport Scotland in partnership with Glasgow City Council.

1.3.3 To be able to report on the Traffic & Transport Economics, Economic Activity and Noise & Air Quality aspects of the project evaluation, it is necessary to assess and report on changes in the operation of the strategic and local road networks.

The project evaluation of the M74 Completion scheme includes a comparison of the following:

- traffic flows, journey times and accident numbers resulting from the implementation of the scheme with those forecast during the scheme's preparation
- changes in traffic flows across the strategic and local road network following the introduction of the scheme
- changes in journey times along key routes following the introduction of the scheme
- accident (casualty) statistics before and after scheme opening
- carriageway standard provided with that required by observed flows
- forecast scheme cost used in the pre-tender economic assessment with the actual out-turn scheme cost
- environmental mitigation measures put forward in the scheme's Environmental Statement with those included as part of the scheme's construction
- transport planning objectives put forward in the original scheme assessment

1.3.4 The aims of the project evaluation reporting procedures are identified in *Traffic and Economic Assessment of Road Schemes in Scotland (DMRB 5.1.4 SH1/97)*, namely to:

- satisfy the demands of good management and public accountability by providing the answers to questions about the effects of a new or improved road
- identify the strengths and weaknesses in the techniques used for appraising schemes, so that confidence in the roads programme is maintained
- allow the predictive ability of the traffic or transport models used to be monitored to establish whether any particular form of model is consistently more reliable than others when applied to particular types of schemes
- assist in the assessment of compensation under Part 1 of the Land Compensation (Scotland) Act 1973 for depreciation due to the physical factors caused by the use of public works

1.3.5 The M74 Completion scheme project evaluation also aims to determine:

- whether or not the project is performing as originally intended
- whether, and to what extent, the project is contributing to established policy directives
- whether the project continues to represent value for money

1.3.6 For the M74 Completion scheme project evaluation a number of reports will be presented based on information collected during the following post-opening periods:

- 4 weeks after opening
- 16 weeks after opening, required as the Four Weeks After Opening Report is based on data collected during the school holidays
- 6 months after opening
- 1 year after opening
- annually up to 5 years after opening

1.3.7 The early reports will generally focus on traffic flows and journey times only, given the availability of other data, e.g. accident data, at these early stages will be limited. The later reports will cover all aspects of the evaluation outlined at paragraph 1.3.3 and will include an analysis of any trends based on the historic and post-opening data available. The publication dates for the reports will be subject to satisfactory receipt of the necessary data.

1.4 Purpose of this report

1.4.1 This *Sixteen Weeks After Opening Review* Report presents a summary of the initial observed changes in traffic patterns in the sixteen week period immediately following the opening of the M74 Completion scheme, which falls outwith the summer holiday period. A summary of the background changes to traffic flows which occurred prior to the introduction of the M74 Completion scheme is also presented.

1.4.2 The report follows on from the *Four Weeks After Opening Review* Report which examined the observed changes in traffic patterns in the four week period immediately following the opening of the scheme – this period coincided with the summer holiday period.

1.4.3 This *Sixteen Weeks After Opening Review* Report also presents a summary of journey time comparisons, given this information is now available.

2 TRAFFIC ANALYSIS

2.1 Context of this sixteen-week review

- 2.1.1 The M74 Completion scheme was opened on 28 June 2011 and the sixteen weeks after opening traffic flow data is now available.
- 2.1.2 The *Sixteen Weeks After Opening Review* Report was considered necessary as the earlier *Four Weeks After Opening Review* Report considered traffic flows which were observed during the local school holiday period. As traffic flows are generally lower during school holidays than at other times during the year, it was felt necessary to present an equivalent report based on flows which avoided the school holiday period.
- 2.1.3 All the subsequent reports, i.e. the 6 month and annual reports, will present traffic flows and comparisons etc. which avoid the school holiday period and will allow a comparison of the changes in flows over time to be presented. Given the acknowledged differences in flows between holiday and non-holiday periods, no attempt has been made within this report to compare the 16 week after opening flows against the equivalent 4 week after opening flows.

2.2 Traffic flow – collection and analysis

- 2.2.1 The evaluation of trunk road schemes relies heavily upon the availability of before and after opening traffic flow data. For the M74 Completion scheme project evaluation a large amount of traffic flow data is available from various permanent, long-term automatic traffic counter (ATC) sites managed by a number of organisations, including:
- Transport Scotland's Scottish Road Traffic Database (SRTDb)
 - partner local authorities, namely Glasgow City Council, South Lanarkshire Council and Renfrewshire Council
 - connect Roads, who operate the Glasgow Southern Orbital
- 2.2.2 These organisations currently control around 750 ATC sites within the area of interest across Greater Glasgow/west-central Scotland, providing in excess of 900 directional counts on regionally and locally important routes. The majority of these counter sites provide classified count data, i.e. the flows are broken down into the different vehicle classifications, generally including:
- motorcycle
 - car/van
 - car and trailer

- LGV/rigid HGV
- HGV
- bus/coach

2.2.3 In addition to the historic long-term counters controlled by the various organisations outlined, where necessary, for example to complete a screenline to allow a comparison of changes in flows across a wide area, additional new counters were installed to support the study. Both Transport Scotland and the local authority partners installed new counters to ensure the project evaluation of the M74 Completion scheme is able to fully satisfy its stated objectives.

2.2.4 Traffic count data from the various ATC sites was summarised for each before opening month and for the four week post-opening period. Data for Tuesdays, Wednesdays and Thursdays, were taken to represent an average weekday.

2.2.5 For this *Sixteen Weeks After Opening Review Report*, the comparisons of observed before and after opening flows are generally based on the average Tuesday – Thursday flows for October 2010 and October 2011. Where flow data are not available for these months data for suitable alternative months have been used. Any such substitutions are highlighted.

2.3 Traffic flow – data presented in this Sixteen Week After Opening Review Report

2.3.1 The observed flow comparisons presented in this *Sixteen Weeks After Opening Review Report* are generally based on the following time periods:

- 24hr
- AM interval 07:00 – 10:00
- Inter-peak interval 10:00 – 16:00
- PM interval 16:00 – 19:00

2.3.2 Although the traffic flow data collected at the majority of ATC sites was broken down into the different classifications outlined, the flow comparisons presented in this *Sixteen Weeks After Opening Review Report* only consider the total traffic flows. No attempt has been made at this stage to examine the changes to different vehicle classifications. A review of these effects, e.g. the changes in HGV flows, will be presented in the later annual reports when longer term data will be available.

2.4 Impact of roadworks on traffic flows

2.4.1 The traffic flow comparisons presented in this *Sixteen Weeks After Opening Review Report* are generally based on long-term traffic flow data collected at automatic traffic counter sites. While checks and filtering processes are carried out to remove any obviously spurious data (e.g. a complete day where no flows were recorded), these checks are not always able to pick out more subtle changes, such as those associated with the introduction of roadworks.

2.4.2 Across the study area, within the time periods considered in this Report, i.e. May 2010 to October 2011, it is recognised that there were various long-term roadworks affecting a number of the local roads, including:

- London Road:
Down from four lanes to two lanes between November 2010 and October 2011
- Dalmarnock Road:
Down to one lane in each direction between Springfield Road and Bartholomew Street from July 2010 until November 2010
- Dalmarnock Road:
Closed between Springfield Road and Bartholomew Street between November 2010 and January 2012
- Dalmarnock Road:
Down to one lane in each direction between Springfield Road and Bartholomew Street from January 2012 until May 2012
- Eglinton Street:
Down to one lane in each direction at Kilbirnie Street between April 2009 and November 2011
- Cathcart Road:
Down from three lanes to two lanes between February 2009 and November 2011
- Aikenhead Road:
Down to one lane in each direction at Polmadie Road between February 2011 and June 2011
- Glasgow Road/Dalmarnock Road/Cambuslang Road:
Various closures
- Cumbernauld Road:
Various lane closures to facilitate the replacement of gas mains between September 2010 and October 2010

2.4.3 Additionally, there were also frequent roadworks, utility diversions, construction works etc. associated with various infrastructure improvements in the east end of Glasgow, including for example:

- East End Regeneration Route
- Commonwealth Arena
- Sir Chris Hoy Velodrome
- Commonwealth Games Athletes' Village
- Oatlands Development

2.4.4 The roadworks and infrastructure improvements listed are by no means exhaustive, but clearly demonstrate that there are numerous locations across the road network in the study area which are likely to be affected to some degree by roadworks, diversions etc. A degree of care is needed when interpreting any changes which are being seen in the traffic flow comparisons presented in this Report.

2.5 Background changes to traffic flows

2.5.1 While the opening of the M74 Completion scheme was expected to result in various changes to the traffic flows and traffic patterns throughout the Greater Glasgow area, even without the scheme some changes could be expected to have taken place. In order to understand the changes, and any background or natural traffic growth/change that may have taken place even if the scheme had not gone ahead, a review of traffic data in May 2010 versus May 2011 was carried out. In both periods the strategic road network would largely have been the same, although there were likely to have been temporary diversions and contraflows, etc. in place in May 2011 associated with the construction of the M74 Completion scheme and in May 2010 associated with the re-surfacing and lining etc. for the gantries.

2.5.2 Strategic and local road network flow year-on-year comparisons are presented in Tables A.1 – A.12 (Appendix A). The strategic network flow comparisons are also presented on schematic diagrams in Appendix B. The local comparisons are largely confined to those locations where historic ATC sites were available given the new counters near the new road were not generally installed until late 2010 or early 2011. The locations of the local road network year-on-year flow comparison ATC sites are presented in Figure 2.1.

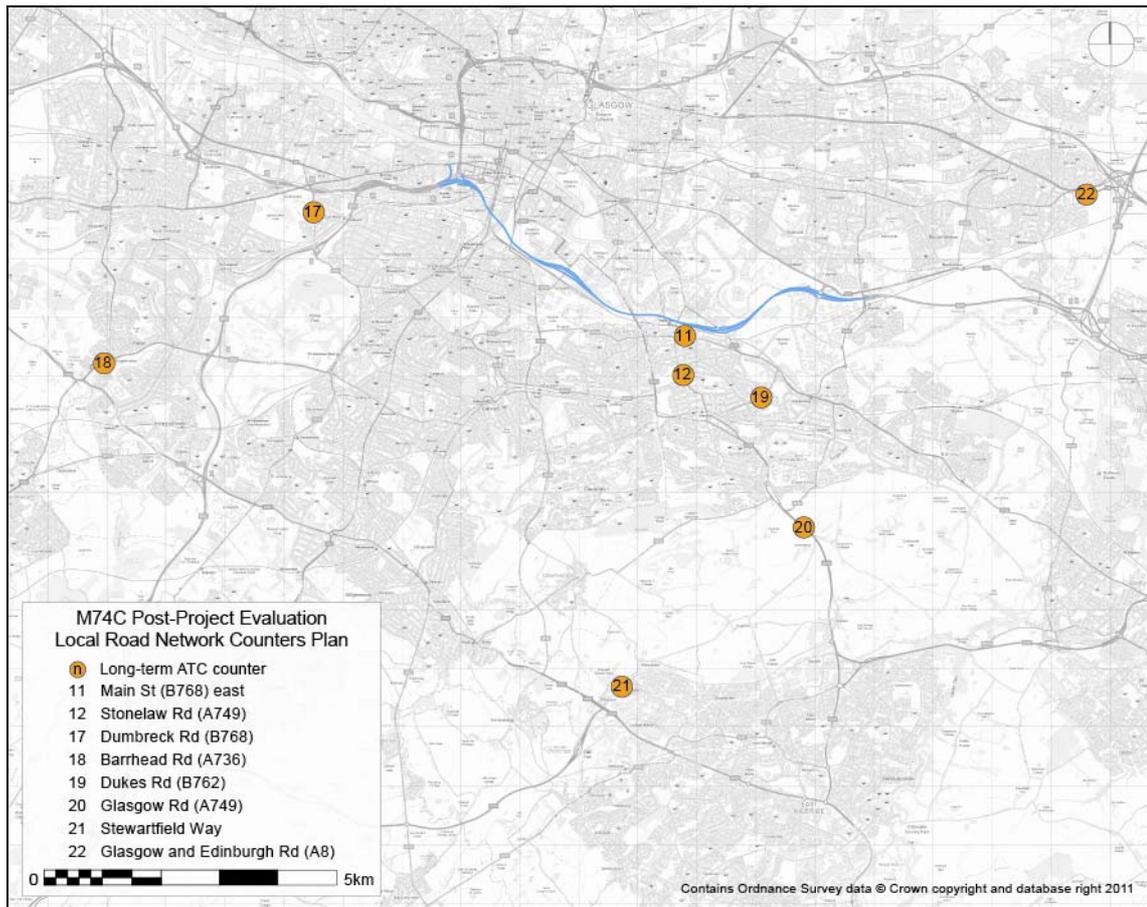


Figure 2.1 : Historic local road network long-term ATC site plan

- 2.5.3 The strategic and local road network flow comparisons presented in Tables A.1 – A.12 (Appendix A) and Figures B.1 – B.4 (Appendix B) provide an indication of the likely year-on-year changes that could have been expected across the road network within the Greater Glasgow area between 2010 and 2011 had the M74 Completion scheme not been implemented.
- 2.5.4 It can be seen from these strategic network flow comparisons that the changes in flows across the strategic network between May 2010 and May 2011 are generally relatively small, with the majority being reductions of less than 5%.
- 2.5.5 The main exceptions to this are along the M8 between J23 and J22 immediately to the west of the M77 where the 24hr eastbound flow reduces by around 14% (Table A.1, Appendix A). Unfortunately, there is no equivalent figure available for the westbound flow to compare this against. Further west, however, along the M8, the changes in east and westbound flows are considerably smaller and are all reductions, generally of less than 2.5%. In addition, examining the eastbound flows between J23 and J22 in the months either side of May 2011 highlights some very large variations e.g. around 47,000 to 48,000 vehicles per day in March and April 2011 yet these reduce to around 42,000 in May 2011. This would appear to suggest that the counter immediately to the west of the M77 may potentially be unreliable. As more data becomes available it should be possible to include a more detailed analysis of flows in this area in future reports.

- 2.5.6 A further exception is the westbound flow along the M8 secondary carriageway east of J21 where reductions of up to 24% are recorded in the AM interval (Table A.4, Appendix A). The counters along the section of the M8, between J22 and J20 immediately east of the M77, were considered to be potentially unreliable due to the various construction works and contraflows in this area during the M74 Completion scheme construction. The large changes between the May 2010 versus May 2011 traffic flows recorded along this section of the M8 were not considered to be reliable or robust. Flow data along this section of the M8 will continue to be reviewed as the project evaluation progresses. As the contraflows and construction works are lifted it is expected that the count data collected should become more reliable.
- 2.5.7 The review of the ATC sites along the local roads, presented in Tables A.3, A.6, A.9 and A.12 (Appendix A) also show that the changes in flows between May 2010 and May 2011 are generally relatively small, with the majority being reductions of less than 5%. The two main exceptions to this are eastbound along Main Street (B768) in Rutherglen – ATC No. 11 (in Figure 2.1) and northbound on Glasgow Road (A749) south of Cambuslang – ATC No. 20.
- 2.5.8 Eastbound along Main Street in Rutherglen traffic flows decrease by around 18% across the whole day (Table A.3, Appendix A) and by around 15% in the AM and PM intervals (Tables A.6 and A.9). The actual absolute changes are very small, around 241 vehicles in the 3hr AM interval and 276 vehicles in the 3hr PM interval. The absolute changes in traffic flows along Main Street in Rutherglen are not considered to be significant. It is also recognised that there were roadworks within the Rutherglen area in May 2011, which are expected to have impacted on the observed flows.
- 2.5.9 The changes in northbound flows along Glasgow Road (A749) south of Cambuslang could potentially be significant, given that between May 2010 and May 2011 there was a recorded increase of almost 70% across the whole day (Table A.3, Appendix A) and an increase of almost 80% in the AM and PM intervals (Tables A.6 and A.9). It was noted that the southbound flows are almost unchanged between May 2010 and May 2011 in all the periods considered. Additionally, an examination of the northbound flows in 2010 highlighted some very large changes, e.g. in January 2010 and February 2010, the northbound average Tuesday – Thursday 24hr flows were in excess of 14,000 vehicles whereas the equivalent March 2010 to November 2010 flows were around 9,000 vehicles. Between January 2011 and May 2011 the northbound flows were again over 14,000 vehicles per day.
- 2.5.10 While roadworks within the area could also have potentially affected the observed flows along Glasgow Road it is unlikely they would have impacted so severely in one direction and hardly at all in the opposite direction. There would therefore appear to be some likelihood that the northbound flows for May 2010 are potentially unreliable leading to the significant differences being reported when compared to the May 2011 flows. The flow data along this section of the A749 will continue to be reviewed as the project evaluation progresses.

2.5.11 Based on the strategic and local flow comparisons presented for May 2010 and May 2011, notwithstanding the exceptions highlighted, it is reasonable to conclude that in the vast majority of the locations examined the traffic flows and traffic patterns across the Greater Glasgow area have not changed significantly between 2010 and 2011; with most changes generally reductions of less than 5%. Any significant changes in traffic flows and traffic patterns that occur following the opening of the new M74 Completion scheme can largely be attributed to the opening of the scheme and the availability of the alternative route provided as opposed to background or natural traffic growth/change.

2.6 Before and after M74 Completion scheme opening traffic flow comparisons

Strategic network

- 2.6.1 The changes in observed traffic flows across the strategic network between October 2010 and October 2011 are presented in Tables A.13 – A.20 (Appendix A). Two tables have been prepared for each reporting interval: one covering the A8/M8, and the other covering the M80, M73, M74 and M77. Schematic diagrams illustrating these comparisons are also presented Figures B.5 – B.8 (Appendix B).
- 2.6.2 October 2011 represents the sixteen week after opening period and October 2010 represents the equivalent period before the scheme opened. Both periods avoid the main summer school holiday periods which the *Four Week After Opening Review Report* examined i.e. July 2010 v July 2011 – refer to Transport Scotland's *M74 Completion Scheme Post-Project Evaluation Study Four Weeks After Opening Review* May 2012 (Ref. 74482) available at <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/road>.
- 2.6.3 As outlined in Section 2.5, the traffic flows and traffic patterns across the Greater Glasgow area between 2010 and 2011 were largely unchanged prior to the introduction of the M74 Completion scheme. As a result, there was no requirement to make any adjustment for year-on-year changes in travel patterns and activity across the area, e.g. applying a reduction factor to take account of the general prevailing economic conditions, in order to identify the changes specifically associated with the introduction of the new scheme. Any changes in traffic flows between October 2010 and October 2011 can therefore largely be attributed to the introduction of the new M74 Completion scheme.
- 2.6.4 Where summary traffic flow data are not available for October 2010 and/or October 2011, a substitution has been made with another month's data. Any such substitutions are noted in the table footnotes.
- 2.6.5 As can be seen from Tables A.13 – A.20 (Appendix A) and Figures B.5 – B.8 (Appendix B), the opening of the M74 Completion scheme has resulted in a number of significant initial changes in traffic flows and traffic flow patterns across the strategic road network. For example, referring to Tables A.13 and

A.14 and Figure B.5, notable changes in the 24hr Tuesday – Thursday average flows include:

- along the northern section of the M8, between Baillieston and Charing Cross (J8 and J17/18), large reductions in flows are observed - around 7,500 vehicles per day westbound (11%) and around 12,000 vehicles per day eastbound (17%). This equates to a two way reduction of around 20,000 vehicles per day (14%)
- on the M8 secondary carriageway between J21 and J22, west of the connection with the new road, increases in traffic flows are observed. For example, westbound the observed flow increases by almost 25,000 vehicles per day after the M74 Completion scheme opened. This increase is accompanied by a decrease of almost 9,000 vehicles per day along the adjacent M8 main carriageway as traffic switches to the new route.

As outlined in paragraph 2.5.6, there would however appear to be some potential for the counters in this area to be unreliable due to the various construction works and contraflows during the scheme construction. A degree of care is needed when considering the initial changes being reported in this area.

- along the M8 immediately west of the M77, the eastbound and westbound flows increase by around 8,000 vehicles per day in each direction (13 – 16%)
- across the Kingston Bridge the northbound flows reduce by around 5,000 vehicles per day (7%) whilst the southbound flows reduce by around 8,000 vehicles per day (9%)
- on the M73 between J1 and J2, the northbound flows reduce by around 2,400 vehicles per day (5%) and the southbound flows reduce by around 1,600 vehicles per day (4%)
- on the M74 between Fullarton Road (J2a) and Maryville (J4) large increases in flows are observed, in some cases doubling or near-doubling. For example, there is an increase of around 17,700 vehicles per day (122%) southbound between Carmyle Avenue (J3) and Fullarton Road (J2a) and an equivalent increase of around 18,800 vehicles per day northbound (128%).
- on the M77 increases in flows are observed in both directions; these are greater in magnitude further north, north of the alternative east-west routes. For example, southbound there is an increase of around 900 vehicles per day (3%) observed between Nitshill (J3) and Crookfur (J4) increasing to almost 5,700 vehicles per day (around 14%) between Plantation Interchange (M8 J22) and Dumbreck (J1). A very similar pattern is observed in the northbound direction.

- 2.6.6 The major changes in the 24hr average weekday traffic flows and traffic flow patterns across the strategic motorway network are also presented schematically in Figure B.9 (Appendix B).
- 2.6.7 The pattern of changes across the majority of strategic motorway network throughout the AM, Inter-peak and PM intervals are largely similar to those for the full day. The most notable exception to this is westbound along the M8 in the PM interval between Junctions 15 and 19. During the 3 hour PM interval the westbound flows between Junctions 15 and 19 increase by between 5-34% (between +600 to +2,750 vehicles) whereas in all the time periods / intervals considered the westbound flows along this section of the M8 reduce.
- 2.6.8 On the M73 between the M74 (J1) and the M8/A8 (J2) there are also differences between the intervals. In the AM and PM intervals there are increases of around 6% (600 vehicles) in each direction whereas in the interpeak there were decreases of between 8% and 10% (1,350 to 1,600 vehicles). The increases during the AM and PM intervals are likely to be the result of commuter traffic making use of the alternative M74 Completion route to avoid the peak period delays along the M8 northern flank.
- 2.6.9 The pattern of changes along the strategic motorway network, in particular the flows along the M8 northern flank between Junctions 8 and 17, will be kept under review as the M74 Completion project evaluation progresses.

Local road network

- 2.6.10 The opening of the M74 Completion scheme was expected to result in a number of changes in traffic flows and traffic flow patterns across the local road network as traffic diverts from the local roads onto the new motorway. The changes in traffic flows along the local road network before and after the scheme opening are presented in Tables A.21 – A.24 (Appendix A).
- 2.6.11 The locations considered across the local road network are generally limited to those that were reported on as sensitive locations at the PLI (Report of PLI into objections *Volume 1 : Main Report*. Available from: www.scotland.gov.uk/Resource/Doc/37428/0009548.pdf) and where there is a long-term ATC site located or where one has been newly installed. The count locations examined along the local road network are presented in Figure 2.2.
- 2.6.12 A number of the counters on the local road network were specifically installed to assist with this project evaluation study but were not installed or commissioned until late 2010/early 2011. As a result, at a number of locations no October 2010 summary flow data are available to allow direct comparisons against the post-opening October 2011 flow data. Where necessary, a substitution has been made with another month's summary data to allow comparisons to be made.

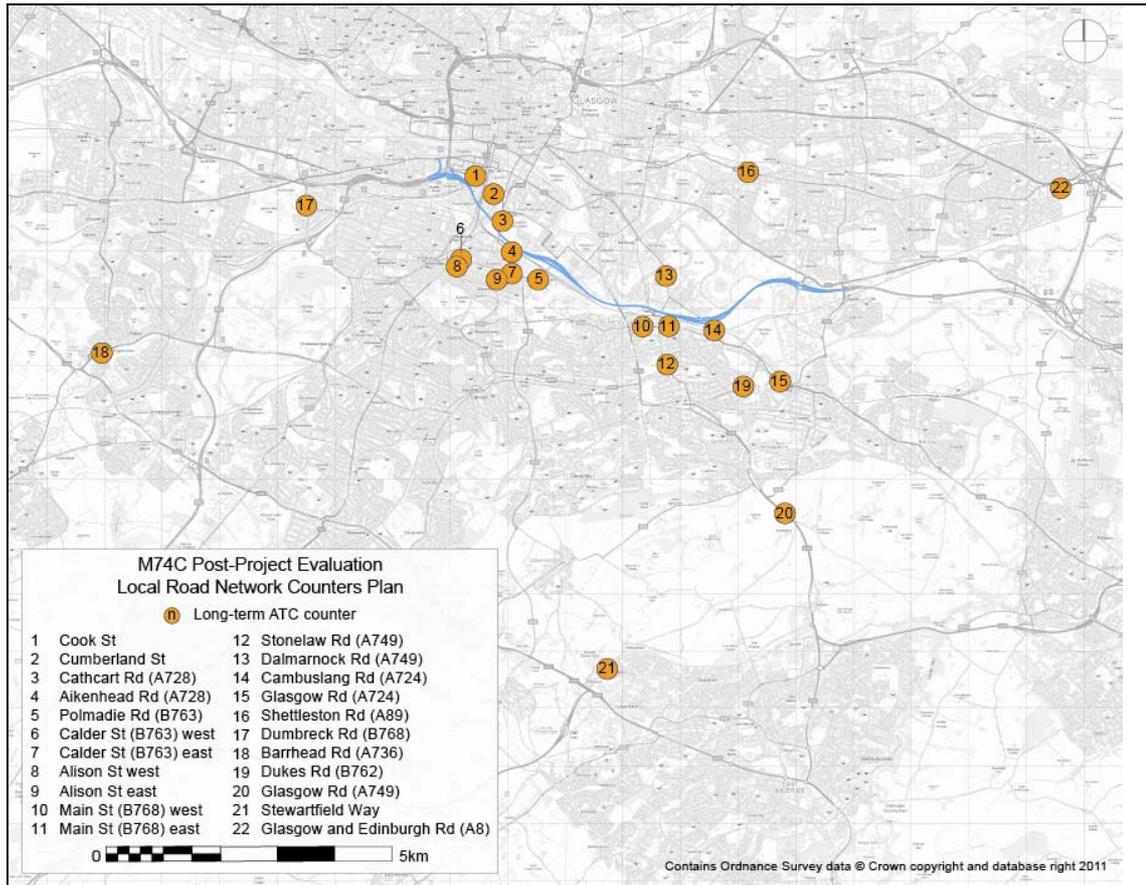


Figure 2.2 : Local road network long-term ATC site plan

2.6.13 Considering those local road network sites which have observed data available in October 2010 and October 2011, the largest changes are seen to occur on Dalmarnock Road (A749) – ATC No. 13 (in Figure 2.2), immediately south of the crossing over the River Clyde. The 24hr flows along Dalmarnock Road (A749) at this location reduce by around 26% northbound (around 2,300 vehicles) and 30% southbound (2,650 vehicles) (Table A.21, Appendix A). The magnitude of the reductions in each direction is similar between the three intervals reported.

2.6.14 A large degree of care is however needed when comparing the changes in flows along Dalmarnock Road given there where extensive roadworks along sections of Dalmarnock Road when the October 2010 and October 2011 data were collected – see earlier discussions regarding the potential impacts of roadworks, etc. presented in Section 2.4

2.6.15 Along Stewartfield Way, north of the A726 – ATC No. 21, reductions in traffic flows of around 19% in each direction across the whole day are observed (around 2,100 vehicles eastbound and 2,250 vehicles westbound) (Table A.21, Appendix A). The magnitude of the reductions in each direction is similar between the three intervals reported on.

- 2.6.16 The largest potential change in the observed flows is northbound along Glasgow Road (A749) south of Cambuslang – ATC No. 20, where an increase of 59% (over 5,200 vehicles) across the whole day is observed (Table A.21, Appendix A). Increases of similar magnitude are seen across each of the three time intervals reported on. However, as outlined at paragraph 2.5.9, there is reason to believe that the October 2010 northbound flow data on Glasgow Road (A749) is potentially corrupt and may also have been affected by roadworks within the surrounding area. A degree of care is needed when considering the changes in the northbound flows along Glasgow Road (A749) in this location. The northbound flows along Glasgow Road (A749) will be kept under review in future reports.
- 2.6.17 Large reductions in traffic flows are also observed at several other sites near the scheme, including:
- Main Street (B768), Rutherglen, west of Glasgow Road (A730) – ATC No. 10 (in Figure 2.2), a reduction of around 30% in both directions (around 2,700 vehicles eastbound and westbound) is observed across the full day (Table A.21, Appendix A). In the AM interval (07:00 – 10:00) the reduction in two-way flow is around 36% (around 1,300 vehicles) (Table A.22) whilst in the PM interval (16:00-19:00) the reduction is around 28% (1,100 vehicles) (Table A.24).
 - Aitkenhead Road (A728) – ATC No. 4, reductions of around 23% both north and southbound are observed across the full day – around 1,750 vehicles in each direction (Table A.21, Appendix A). In the PM interval (16:00-19:00) the reduction in two-way flow is around 27% (900 vehicles) (Table A.24).
 - Cathcart Road (A728) – ATC No. 3, the more northerly of the two sites on the A728, reductions of around 18% both north and southbound are observed across the full day – 2,600 vehicles per day northbound and 2,200 vehicles per day southbound (Table A.21, Appendix A). In the PM interval (16:00-19:00) the reduction in two-way flow is around 17% (1,000 vehicles) (Table A.24).
 - Cumberland Street – ATC No. 2, a reduction of 45% westbound (around 3,100 vehicles) and around 39% eastbound (3,600 vehicles) is observed across the full day (Table A.21, Appendix A). The reductions westbound observed in the AM and PM intervals are around 48%, reductions of between 650 and 950 vehicles (Tables A.22 & A.24). Similar reductions westbound along Cook Street are also observed, amounting to around 23% (almost 3,300 vehicles) across the full day (Table A.21).
- 2.6.18 In contrast to the reductions in traffic flows presented above, large increases in flows are observed along Polmadie Road (B863) south of the M74 Completion scheme – ATC No. 5. Across the full day the observed the northbound flows increase by 167% (around 7,500 vehicles) and the southbound flows by 189% (around 8,500 vehicles) (Table A.21, Appendix A). The increases in the AM interval (07:00 – 10:00) are around 160% northbound (around 2,000 vehicles) and 235% southbound (1,750 vehicles) (Table A.22). In the PM interval (16:00 – 19:00), the increases are around 220% northbound (1,650 vehicles) and 167% southbound (2,400 vehicles) (Table A.24).

- 2.6.19 The increases in flows along Polmadie Road (B863) south of the M74 Completion scheme were expected, given it has direct access to and from the new M74 Completion scheme via the Polmadie Junction. Although the observed increases in flows along Polmadie Road are high, they are less than were forecast in the original scheme assessment – a full comparison of the observed flows against the forecast flows will be included within the 1 year after opening report.
- 2.6.20 The layouts and traffic signal settings associated with the junctions on Polmadie Road south of the M74 Completion scheme are being reviewed by Glasgow City Council to ensure that they are optimised to deal with the actual increases in traffic flows which have resulted due to the opening of the scheme.
- 2.6.21 The 24 hour differences across the local road network between October 2010 and October 2011 are presented schematically in Figure B.10 (Appendix B).

Screenline

- 2.6.22 To examine how the M74 Completion scheme has affected traffic patterns across the Greater Glasgow area, and to determine to what extent the new road has attracted traffic from the surface street network, an east-west screenline has been defined through available counter sites on classified roads. The location of this screenline is shown in Figure 2.3.
- 2.6.23 Tables A.25 – A.28 (Appendix A) present the before and after scheme opening screenline flow comparisons based on data collected in October 2010 and October 2011, or equivalent months as noted.
- 2.6.24 The location of the screenline was chosen to ensure traffic flows along as many of the main east-west routes as possible were monitored. This involved installing new traffic counters on a number of routes including Eaglesham Road (B764) – ATC Site ‘m’ in Figure 2.3, and the Glasgow Southern Orbital – Site ‘k’. Unfortunately however, counters along two of the main routes, namely London Road (A74) – Site ‘e’, and Blairbeth Road (A730) – Site ‘l’, did not collect any data after April 2011 and as a result there are no October 2011 flows available at these sites. It is expected that data should be available at these sites for inclusion within future project evaluation reports.
- 2.6.25 As can be seen from Tables A.25 – A.28 (Appendix A), across the east-west screenline traffic flows generally decrease on almost all non-scheme roads following the opening of the new road. The changes in traffic flow patterns are largely consistent across the full day, and the AM, inter-peak & PM intervals.
- 2.6.26 The largest overall reductions in flow across the screenline (aside from along the M8) were along the A726, where across the full day the westbound flows reduced by almost 3,500 vehicles (22%) and the eastbound flows reduced by almost 2,950 vehicles (18%). The east and westbound flows along the A726 reduced in all the time periods considered.

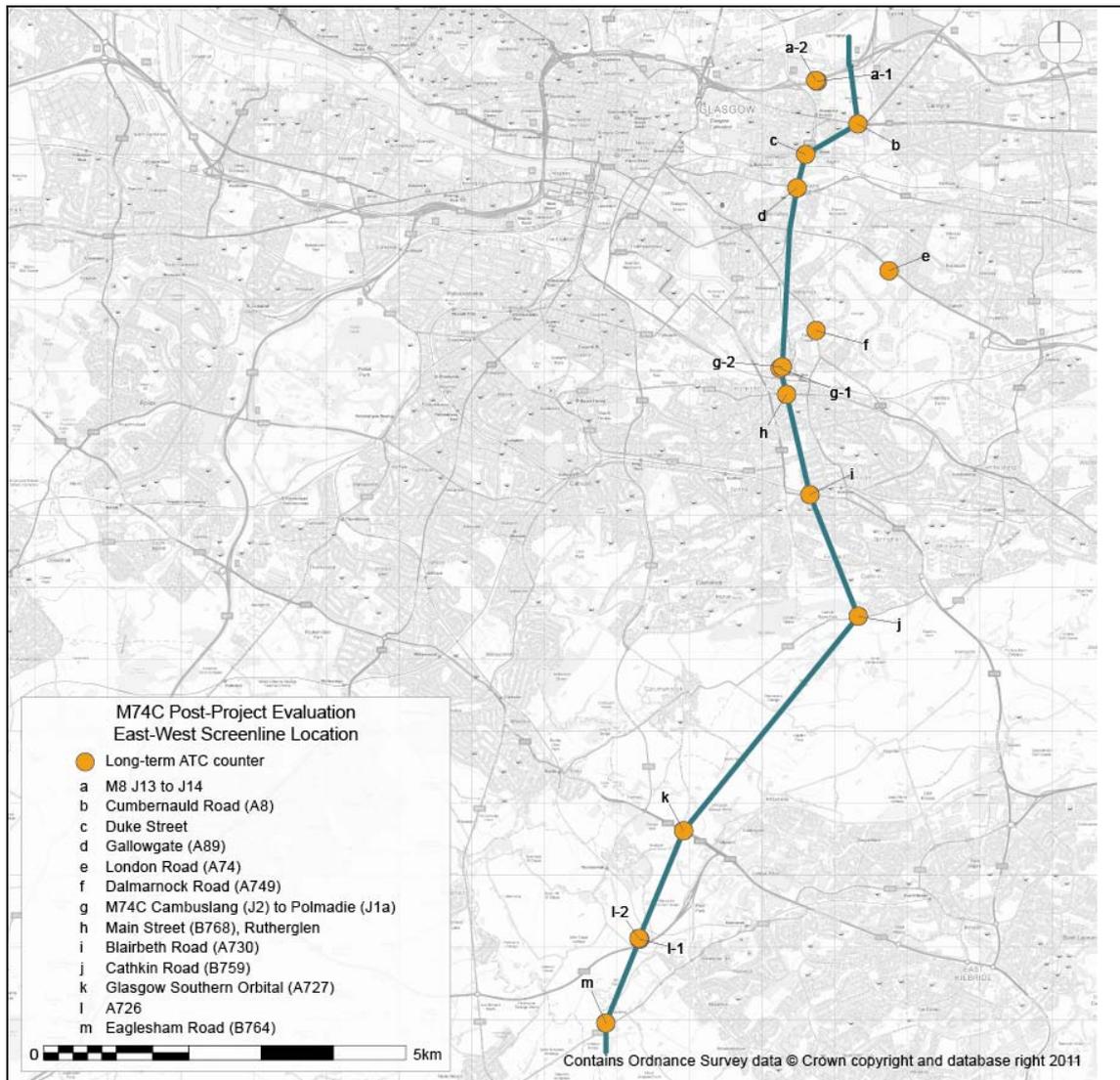


Figure 2.3 : M74 completion scheme project evaluation east-west screenline

2.6.27 Increases in flows were however recorded westbound along both Cumbernauld Road – Site ‘b’, and Duke Street – Site ‘c’.

2.6.28 Along Cumbernauld Road the 24 hour westbound flow increased by around 14% (1,300 vehicles). The increase was seen across all the time intervals examined i.e. AM, Inter-peak and PM. An examination of the westbound flows along Cumbernauld Road shows that the recorded flows vary considerably for the months recorded prior to the opening of the scheme e.g. the flow in September 2010 was around 7,500 whereas the flow in May 2011 was over 11,500. It’s known that there were roadworks in place along Cumbernauld Road between September & October 2010 to facilitate the replacement of a gas mains and it is expected that the September 2010 flow would have been affected by these roadworks. A degree of care is therefore needed when considering the westbound flows along Cumbernauld Road.

- 2.6.29 Similarly, along Duke Street there was also an increase in the westbound flow across the 24 hour period – of around 18% (1,350 vehicles). The increase is not however seen across the time periods considered. A review of the westbound flow data shows that during the day 07:00 to 18:00 there were generally reductions in flows recorded whilst overnight 18:00-07:00 increases in flows were recorded. The increases in flows across the 24 hour period are therefore largely due to increased flows recorded during the off-peak / overnight hours.
- 2.6.30 Although the screenline is not complete, given there are no after opening flows available along London Road (A74) – Site ‘e’, or Blairbeth Road (A730) – Site ‘i’, it is reasonable to conclude from the after opening flows which are available that the scheme is attracting significant levels of traffic off the competing east-west routes, both the strategic and local routes. As previously outlined, a degree of care is needed when considering the changes in flows along some of the local roads e.g. Dalmarnock Road – Site ‘f’, given the potential impact of roadworks along these roads.
- 2.6.31 The major changes in the 24hr average weekday traffic flows and traffic flow patterns across the screenline are presented schematically in Figure B.11 (Appendix B).
- 2.6.32 From the screenline flows presented it can be seen that the introduction of the scheme has resulted in an increase in the total traffic flows crossing the east-west screenline. Across the full day there was an overall increase of around 10% while across the 3hr AM period the increase was around 20%, and in the 3hr PM period the increase was around 18%. Across the 6hr Inter-peak period the increase was around 6%.

Note: Although roadworks may have affected the flows being recorded along specific routes, e.g. Dalmarnock Road – Site ‘f’, they should not affect the overall screenline flows given any flows which re-route to avoid the roadworks should be picked up on their alternative routes crossing the screenline.

2.7 Journey Times– collection and analysis

- 2.7.1 In order to determine the impact the M74 Completion scheme has had on journey times across the study area, journey time surveys were carried out on a number of key routes, namely:
- Route 1: Hamilton to Glasgow Airport via M73 & M8
 - Route 2: Hillington to Newhouse
 - Route 3: Newton Mearns to Glasgow City Centre
 - Route 4: Hamilton to Glasgow Airport via M74 Completion & M8
- 2.7.2 For the Hamilton to Glasgow Airport route, journey time surveys were carried out along both the ‘old’ route via the M73 and M8 i.e. before the availability of the M74 Completion (Route 1), and along the ‘new’ route via the new scheme itself (Route 4).

2.7.3 The actual routes surveyed are presented in Figures 2.4 to 2.7.

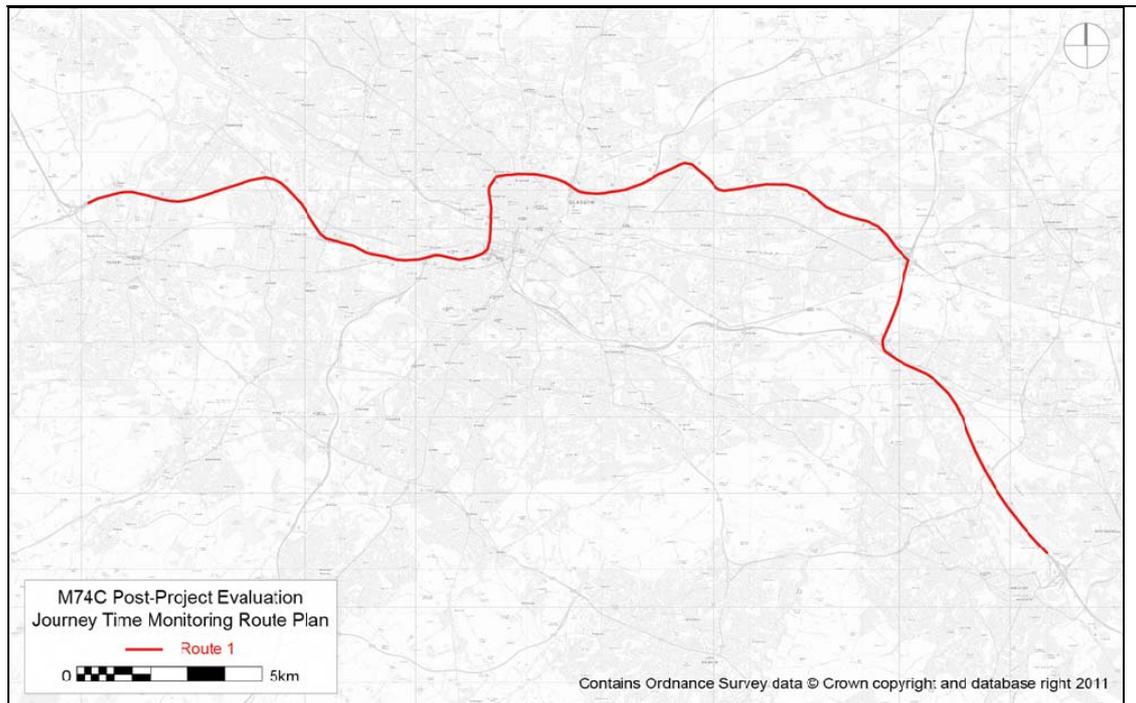


Figure 2.4 : Route 1 - Hamilton to Glasgow Airport via M73 & M8

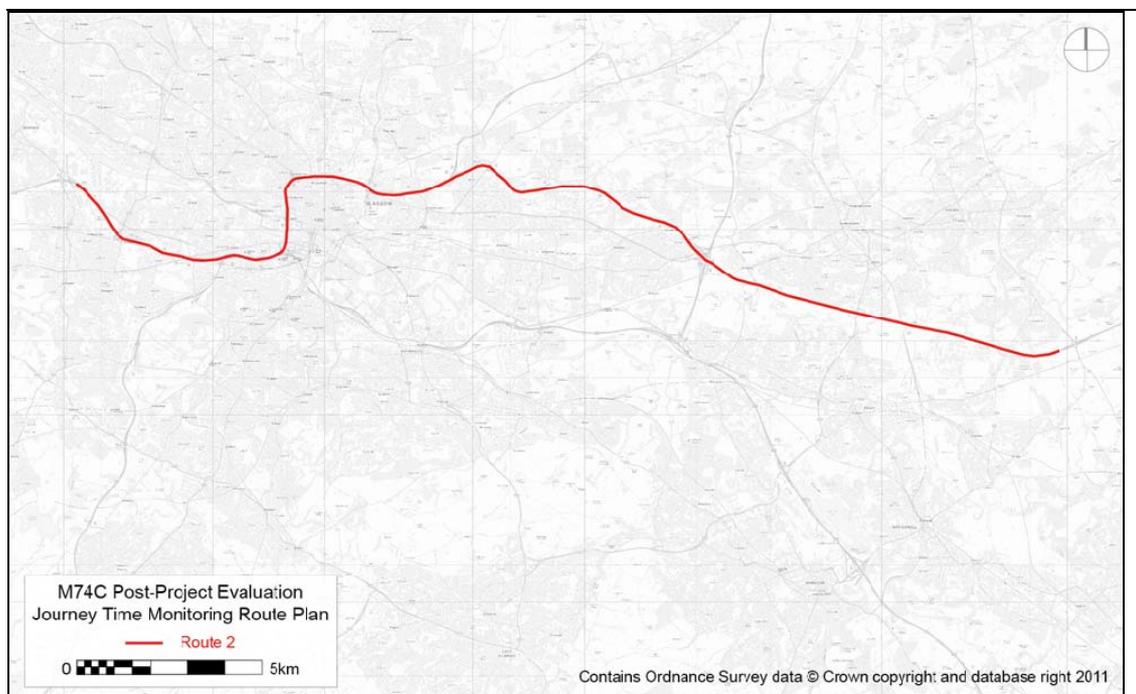


Figure 2.5 : Route 2 - Hillington to Newhouse

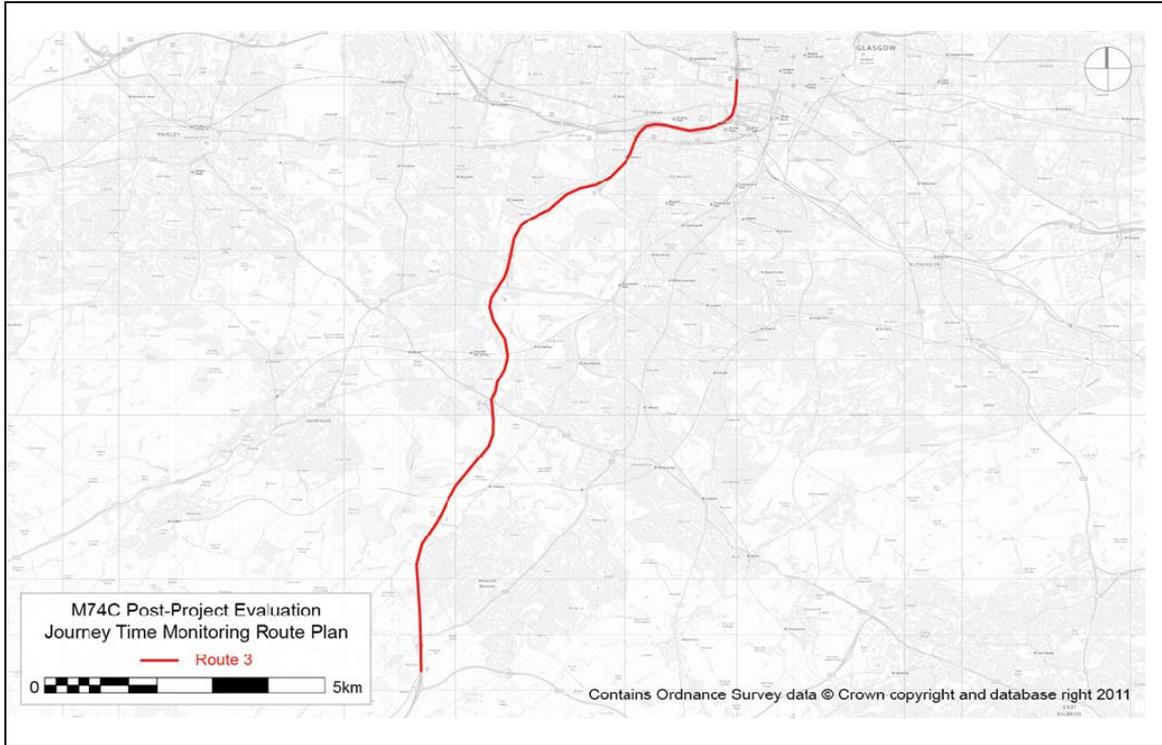


Figure 2.6 : Route 3 - Newton Mearns to Glasgow City Centre

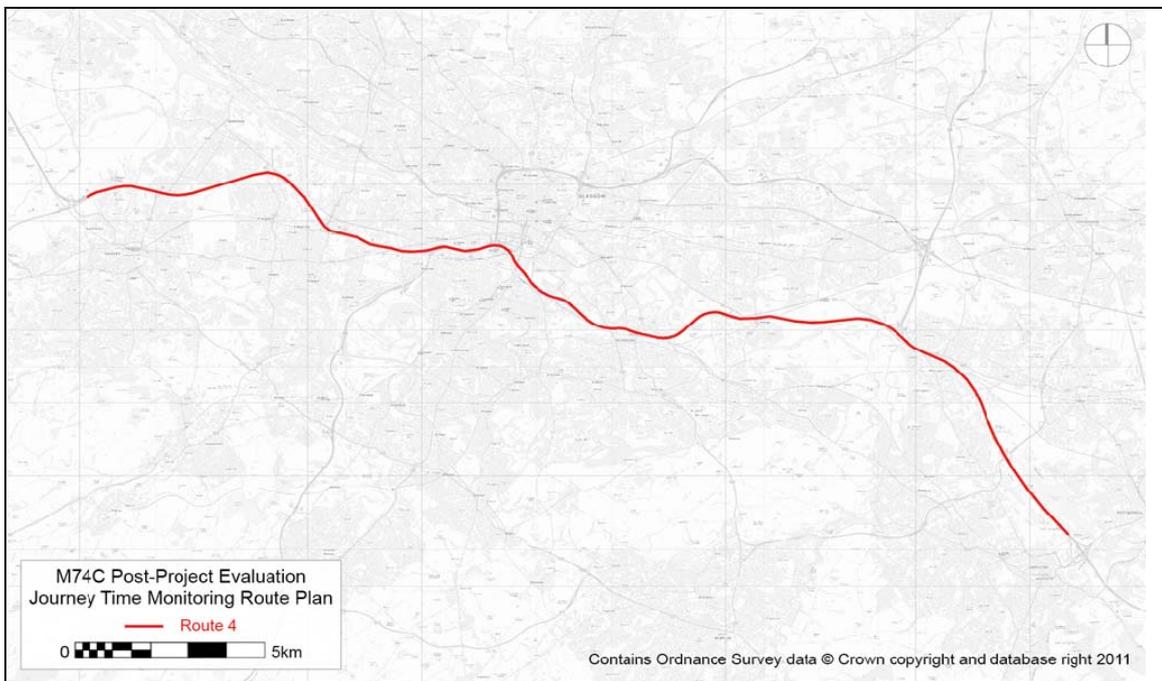


Figure 2.7 : Route 4 - Hamilton to Glasgow Airport via M74 Completion & M8

- 2.7.4 The journey time surveys were carried out before and after the opening of the scheme using the moving observer method. Survey results are now available for the following months:
- November 2010 (before opening)
 - May 2011 (before opening)
 - August 2011 (after opening)
 - December 2011 (after opening)
- 2.7.5 The survey periods covered were:
- AM Period 06:30 – 10:00
 - IP Period 11:00 – 14:30
 - PM Period 15:30 – 19:00
- 2.7.6 To satisfy the requirements of the Design Manual for Roads & Bridges (DMRB), a minimum of six timed survey runs were carried out along each route, in each direction, during each time period.
- 2.7.7 Table 2.1 presents the comparison of journey times along the routes before and after the opening of the M74 Completion scheme.
- 2.7.8 It can be seen from Table 2.1 that for both the east – west routes surveyed (Routes 1 & 2), there were reductions in journey times in both directions in all time periods immediately after the opening of the scheme i.e. August 2011 v Average Before. These reductions were as much as 20 minutes (43%) – westbound along Route 2 in the PM peak.
- 2.7.9 Whilst the equivalent comparisons for December 2011 generally continue to show reductions in travel times in the AM and PM periods along these routes, albeit it of a lesser magnitude than the August comparisons, the travel times in the Inter Peak period have now increased. As the December 2011 surveys, and in particular the December Inter Peak surveys, would have coincided with Christmas shoppers, a degree of care needs to be taken when considering these changes.
- 2.7.10 The comparisons of journey times along Route 3, between Newton Mearns and the city centre via the M77 and M8, show that in all the time periods after the opening of the M74 Completion scheme the southbound journey times have increased, although generally by only a small amount. The northbound journey times have increased in both the AM and Interpeak periods but have decreased slightly in the PM peak when traffic is now generally free flowing. The increases in journey times along Route 3 appear to mainly occur along the M77 section of the route. Any increases in journey times are generally larger in the December 2011 surveys than in the equivalent August 2011 surveys.

AM Period: 06:40 - 10:00

Route	Direction	Av. Before* (HH:MM:SS)	Aug '11 Mean (HH:MM:SS)	Dec '11 Mean (HH:MM:SS)	Before vrs. Aug '11†		Before vrs. Dec '11†	
					Difference in Mean (HH:MM:SS)	Difference in Mean (%)	Difference in Mean (HH:MM:SS)	Difference in Mean (%)
1	Westbound	00:37:05	00:25:09	00:30:34	-00:11:56	- 32.2%	-00:06:31	- 17.6%
	Eastbound	00:32:52	00:27:06	00:32:20	-00:05:46	- 17.5%	-00:00:32	- 1.6%
4	Westbound	-	00:21:00	00:23:08	-00:16:05	- 43.4%	-00:13:57	- 37.6%
	Eastbound	-	00:21:38	00:25:28	-00:11:14	- 34.2%	-00:07:24	- 22.5%
2	Eastbound	00:28:38	00:24:45	00:27:31	-00:03:53	- 13.6%	-00:01:07	- 3.9%
	Westbound	00:35:09	00:25:41	00:30:42	-00:09:28	- 26.9%	-00:04:27	- 12.7%
3	Northbound	00:16:41	00:20:23	00:25:23	+00:03:42	+ 22.2%	+00:08:42	+ 52.1%
	Southbound	00:10:15	00:10:48	00:11:32	+00:00:33	+ 5.4%	+00:01:17	+ 12.5%

* 'Av. Before' presents a weighted average of observations from the November 2010 and May 2011 data collection programmes.

† Before vrs. after differences compare Route 4 after to Route 1 equivalent before.

Inter Peak Period: 11:10 - 14:30

Route	Direction	Av. Before* (HH:MM:SS)	Aug '11 Mean (HH:MM:SS)	Dec '11 Mean (HH:MM:SS)	Before vrs. Aug '11†		Before vrs. Dec '11†	
					Difference in Mean (HH:MM:SS)	Difference in Mean (%)	Difference in Mean (HH:MM:SS)	Difference in Mean (%)
1	Westbound	00:24:00	00:24:00	00:26:29	00:00:00	0.0%	+00:02:29	+ 10.3%
	Eastbound	00:24:21	00:24:09	00:27:11	-00:00:12	- 0.8%	+00:02:50	+ 11.6%
4	Westbound	-	00:20:06	00:20:44	-00:03:54	- 16.3%	-00:03:16	- 13.6%
	Eastbound	-	00:20:06	00:20:58	-00:04:15	- 17.5%	-00:03:23	- 13.9%
2	Eastbound	00:20:38	00:20:17	00:22:04	-00:00:21	- 1.7%	+00:01:26	+ 6.9%
	Westbound	00:19:56	00:19:52	00:20:25	-00:00:04	- 0.3%	+00:00:29	+ 2.4%
3	Northbound	00:10:03	00:10:27	00:10:56	+00:00:24	+ 4.0%	+00:00:53	+ 8.8%
	Southbound	00:10:08	00:10:22	00:11:10	+00:00:14	+ 2.3%	+00:01:02	+ 10.2%

* 'Av. Before' presents a weighted average of observations from the November 2010 and May 2011 data collection programmes.

† Before vrs. after differences compare Route 4 after to Route 1 equivalent before.

PM Peak Period: 15:40 - 19:00

Route	Direction	Av. Before* (HH:MM:SS)	Aug '11 Mean (HH:MM:SS)	Dec '11 Mean (HH:MM:SS)	Before vrs. Aug '11†		Before vrs. Dec '11†	
					Difference in Mean (HH:MM:SS)	Difference in Mean (%)	Difference in Mean (HH:MM:SS)	Difference in Mean (%)
1	Westbound	00:33:38	00:29:52	00:37:18	-00:03:46	- 11.2%	+00:03:40	+ 10.9%
	Eastbound	00:39:53	00:26:10	00:34:25	-00:13:43	- 34.4%	-00:05:28	- 13.7%
4	Westbound	-	00:24:34	00:26:27	-00:09:04	- 27.0%	-00:07:11	- 21.4%
	Eastbound	-	00:21:54	00:24:40	-00:17:59	- 45.1%	-00:15:13	- 38.2%
2	Eastbound	00:39:16	00:21:30	00:32:59	-00:17:46	- 45.2%	-00:06:17	- 16.0%
	Westbound	00:46:23	00:26:16	00:34:29	-00:20:07	- 43.4%	-00:11:54	- 25.7%
3	Northbound	00:13:00	00:10:31	00:12:30	-00:02:29	- 19.1%	-00:00:30	- 3.8%
	Southbound	00:13:11	00:13:24	00:16:35	+00:00:13	+ 1.6%	+00:03:24	+ 25.8%

* 'Av. Before' presents a weighted average of observations from the November 2010 and May 2011 data collection programmes.

† Before vrs. after differences compare Route 4 after to Route 1 equivalent before.

Table 2.1 – Before & After Opening Journey Time Comparisons

2.7.11 The largest changes in journey times, across both the AM and PM time periods, are seen when comparing Routes 1 and 4, i.e. between Hamilton and Glasgow airport via the M73 / M8 and the M74 Completion / M8 respectively. With the availability of the new scheme trips between the M74 south and the M8 west no longer need to go via the M73 and M8 northern flank and can instead head straight along the M74 Completion scheme. Journey times for these trips are seen to reduce by as much as:

- 16 minutes (43%) in the AM peak (westbound)
- 18 minutes (45%) in the PM peak (eastbound).

2.7.12 Although both these reductions were associated with the August 2011 journey time comparisons the equivalent December 2011 comparisons remain consistently high i.e. 14 minutes (38%) westbound in the AM peak and 15 minutes (38%) eastbound in the PM peak.

2.7.13 The journey times along the four routes considered will continue to be monitored as the M74 Completion project evaluation progresses.



3 SUMMARY AND CONCLUSIONS

3.1 Summary

- 3.1.1 This *Sixteen Weeks After Opening Review* Report examines the initial changes in traffic flows and traffic patterns which have resulted from the opening of the M74 Completion scheme. The report follows on from the earlier *Four Week After Opening Review*, which examined the observed changes in traffic patterns in the four week period immediately following the opening of the scheme. The 16 week report differs from the 4 week report in that the flow comparisons presented are based on flow data collected outwith the summer school holiday period.
- 3.1.2 The comparisons presented in this *Sixteen Weeks After Opening Review* Report include traffic flows and travel / journey times. The subsequent annual reports will examine these along with:
- traffic speeds
 - scheme costs
 - accidents
 - environmental mitigation measures
 - transport planning objectives
- 3.1.3 The annual reports will also present a comparison of the forecast flows, as presented at the PLI, against the equivalent observed flows.
- 3.1.4 The traffic flow comparisons presented in this *Sixteen Weeks After Opening Review* Report include:
- May 2010 versus May 2011 (or equivalent) representing no changes to the road network, i.e. year-on-year change without the M74 Completion scheme in place
 - October 2010 versus October 2011 (or equivalent), before and after scheme comparisons
- 3.1.5 The flow comparisons are presented for both the strategic motorway and trunk road network as well as local roads affected by the scheme.
- 3.1.6 The journey time comparisons presented in this *Sixteen Weeks After Opening Review* Report examine four key routes, namely:
- Route 1: Hamilton to Glasgow Airport via M73 & M8
 - Route 2: Hillington to Newhouse

- Route 3: Newton Mearns to Glasgow City Centre
- Route 4: Hamilton to Glasgow Airport via M74 Completion & M8

3.1.7 Journey time comparisons are presented for the following months:

- November 2010 (before opening)
- May 2011 (before opening)
- August 2011 (after opening)
- December 2011 (after opening)

3.2 Conclusions

3.2.1 Initial conclusions that can be drawn from this *Sixteen Weeks After Opening Review Report* include the following:

- between May 2010 and May 2011, i.e. when the road network was essentially unchanged given the new road had not yet opened, there were no significant changes in traffic flows or traffic flow patterns across the strategic and local road networks.
- between October 2010 and October 2011 significant changes in traffic flows and traffic flow patterns were observed as a result of the opening of the M74 Completion scheme, including:
 - large reductions in observed traffic flows east and westbound along the M8 between Charing Cross and Ballieston (J17/18 to J8) – two way reduction in flow of around 20,000 vehicles per day (around 14%)
 - large reductions in observed traffic flows north and southbound across the Kingston Bridge - around 8,000 vehicles per day northbound (around 7%) and 8,000 vehicles per day southbound (9%)
 - reductions in the total flows north and southbound on the M73 – around 2,400 vehicles per day northbound (5%) and by around 1,600 vehicles per day southbound (4%), although there were increases in the flows along the M73 accessing the M74 Completion scheme
 - increases in flows north and southbound on the M77 of up to 5,500 vehicles per day (14%) southbound between Plantation and J1
 - reductions in the two way flows along the A726 of almost 6,500 vehicles per day (20%)
 - large flows, of around 36,000 vehicles per day, north and southbound along the new M74 Completion scheme

- across the local road network, the total daily traffic flows have generally reduced as traffic re-routes to use the new road. The exceptions to this are the local roads which access the new junctions on the scheme, e.g. Polmadie Road, where increases were observed.
- large reductions in journey times across the study area, particularly for strategic traffic using the new route and avoiding the congested M8 northern flank. Journey time reductions of between 16 and 18 minutes in the AM and PM peaks (43% & 45% respectively for trips between the M8 west (airport) and the M74 south (Hamilton)).

3.2.2 The flow comparisons presented in the M74 Completion Sixteen Weeks After Opening Review Report demonstrate that the M74 Completion scheme is satisfying its key objectives, including providing relief to the M8 northern flank and local road network through the transfer of traffic from the local network to the new road. Furthermore the journey time comparisons demonstrate that the scheme is also satisfying its key objective of significantly reducing journey times across the study area, in particular for strategic movements e.g. M8 west to M74 south.

3.2.3 Although these initial conclusions can be drawn, given this *Sixteen Weeks After Opening Review* Report only examines the initial/immediate changes in traffic flows and traffic patterns which have resulted from the opening of the M74 Completion scheme, a degree of care is needed when considering them. As longer-term post-opening data becomes available it should be possible to draw firmer conclusions.

3.3 Next steps

3.3.1 The initial flow and journey time comparisons and analysis presented in this Sixteen Week After Opening Report show that the M74 Completion scheme is performing well and satisfying a number of its original key objectives, including providing relief to the M8 northern flank and local road network through the transfer of traffic from the local network to the new road. Furthermore the journey time comparisons demonstrate that the scheme is also satisfying its key objective of significantly reducing journey times across the study area, in particular for strategic movements e.g. between the M8 west and the M74 south.

3.3.2 The comparisons and analysis presented in this *Sixteen Week After Opening* report are however based on traffic flows and journey times collected relatively soon after the scheme opened. As the scheme was still likely to be settling in when the 16 week after opening data was collected i.e. drivers would still be becoming familiar with the new route and adapting their journeys, a degree of care should be taken when considering the comparisons presented.

3.3.3 This *Sixteen Week After Opening* Report does however provide an immediate analysis of the impacts of the opening of the M74 Completion scheme, outwith the summer school holiday period. The later 6 month and annual reports will consider the longer-term impacts of the scheme as it settles down.

- 3.3.4 As well as including an analysis and comparison of the longer-term traffic flows and journey times, subject to data availability the 6 month and annual reports will also include an analysis of other impacts of the scheme including speeds, costs, environmental mitigation measures and accident numbers.





A Traffic analysis flow comparison tables

Appendix subsections A.1 – A.2 present tables referred to throughout the Report considering:

- Background changes to traffic flows
- before and after M74 completion scheme opening traffic flow comparisons



A.1 Background changes to traffic flows

Table A.1 : 24hr May 2010 versus May 2011 flows along the A8/M8

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston ¹	Westbound	39,888	38,924	- 964	- 2.4%
M8 J8 to J9	Westbound	56,646	-	-	
M8 J9 to J10	Westbound	60,961	58,808	- 2,153	- 3.5%
M8 J10 to J11	Westbound	59,473	57,209	- 2,264	- 3.8%
M8 J11 to J12	Westbound	60,945	58,429	- 2,516	- 4.1%
M8 J12 to J13	Westbound	59,361	56,378	- 2,983	- 5.0%
M8 J13 to J14	Westbound	79,409	76,501	- 2,908	- 3.7%
M8 J14 to J15 ¹	Westbound	84,047	81,812	- 2,235	- 2.7%
M8 J15 to J16	Westbound	86,736	83,171	- 3,565	- 4.1%
M8 J16 to J17	Westbound	73,865	70,271	- 3,594	- 4.9%
M8 J17/J18 to J19	Westbound	72,625	68,880	- 3,745	- 5.2%
M8 Kingston Bridge*	Southbound	92,982	92,663	- 319	- 0.3%
M8 main carriageway east of J21	Westbound	74,420	73,397	- 1,023	- 1.4%
M8 secondary carriageway east of J21	Westbound	11,640	9,269	- 2,371	- 20.4%
M8 J22 to J23	Westbound	-	57,598	-	
M8 J24 to J25 ¹	Westbound	58,018	58,546	+ 528	+ 0.9%
M8 J25 to J25a	Westbound	66,569	65,600	- 969	- 1.5%
M8 J25a to J26	Westbound	-	57,030	-	
M8 J26 to J27	Westbound	59,047	-	-	
M8 J27 to J26 ²	Eastbound	59,676	60,045	+ 369	+ 0.6%
M8 J26 to J25a	Eastbound	57,483	56,275	- 1,208	- 2.1%
M8 J25a to J25	Eastbound	62,303	61,209	- 1,094	- 1.8%
M8 J25 to J24	Eastbound	50,411	49,674	- 737	- 1.5%
M8 J23 to J22	Eastbound	48,375	41,494	- 6,881	- 14.2%
M8 secondary carriageway at J21 off slip	Eastbound	8,710	-	-	
M8 main carriageway east of J21	Eastbound	61,329	-	-	
M8 Kingston Bridge†	Northbound	76,931	76,458	- 473	- 0.6%
M8 at J18 before Charing Cross ramp ¹	Eastbound	58,198	57,141	- 1,057	- 1.8%
M8 J18/J17 to J16	Eastbound	82,971	82,048	- 923	- 1.1%
M8 J16 to J15 ³	Eastbound	90,365	88,740	- 1,625	- 1.8%
M8 J15 to J14	Eastbound	93,822	92,674	- 1,148	- 1.2%
M8 J14 to J13	Eastbound	85,456	84,063	- 1,393	- 1.6%
M8 J13 to J12	Eastbound	61,641	61,299	- 342	- 0.6%
M8 J12 to J11	Eastbound	63,618	62,861	- 757	- 1.2%
M8 J11 to J10	Eastbound	60,061	59,619	- 442	- 0.7%
M8 J10 to J9	Eastbound	63,991	63,620	- 371	- 0.6%
M8 J9 to J8	Eastbound	-	53,303	-	
A8 east of Baillieston	Eastbound	42,806	41,785	- 1,021	- 2.4%

* May 2010 data published on-line from an adjacent site/older counter contributes to this count.

† May 2009 data published on-line from an adjacent site/older counter contributes to this count.

¹ March rather than May used in both years.

² June rather than May used in both years.

³ February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.2 : 24hr May 2010 versus May 2011 on the M80, M73, M74 and M77

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	26,535	28,210	+ 1,675	+ 6.3%
M80 J2 to J1	Southbound	29,723	30,546	+ 823	+ 2.8%
M80 J1 to J2	Northbound	31,593	31,116	- 477	- 1.5%
M80 J2 to J3	Northbound	28,297	28,563	+ 266	+ 0.9%
M73 at J2a between ramps	Southbound	21,426	19,297	- 2,129	- 9.9%
M73 J2a to J2	Southbound	22,355	20,717	- 1,638	- 7.3%
M73 J2 to J1	Southbound	47,524	45,610	- 1,914	- 4.0%
M73 J1 to J2	Northbound	46,341	44,187	- 2,154	- 4.6%
M73 J2 to J2a	Northbound	22,480	21,047	- 1,433	- 6.4%
M73 at J2a between ramps	Northbound	21,283	17,865	- 3,418	- 16.1%
M74 J5 to J4	Northbound	39,837	38,585	- 1,252	- 3.1%
M74 J3a to J3 ¹	Northbound	23,595	22,723	- 872	- 3.7%
M74 J3 to J2a	Northbound	-	14,717	-	-
M74 J2a to J3	Southbound	14,719	13,876	- 843	- 5.7%
M74 J3 to J3a ¹	Southbound	21,601	20,649	- 952	- 4.4%
M74 J4 to Bothwell Services	Southbound	41,762	40,902	- 860	- 2.1%
M77 J4 to J3	Northbound	31,668	31,271	- 397	- 1.3%
M77 J3 to J2	Northbound	36,987	36,363	- 624	- 1.7%
M77 J2 to J1	Northbound	40,898	39,763	- 1,135	- 2.8%
M77 J1 to M8 J22	Northbound	32,804	32,463	- 341	- 1.0%
M77 between M8 J22 and J1	Southbound	-	41,578	-	-
M77 J1 to J2	Southbound	43,133	42,545	- 588	- 1.4%
M77 J2 to J3	Southbound	38,959	38,592	- 367	- 0.9%
M77 J3 to J4	Southbound	32,978	32,777	- 201	- 0.6%

¹ March rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.3 : 24hr May 2010 versus May 2011 flows on local road network

Plan Id	Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
11	Main St (B768), Rutherglen, east ¹	Eastbound	8,557	7,040	- 1,517	- 17.7%
11	Main St (B768), Rutherglen, east ¹	Westbound	7,219	7,645	+ 426	+ 5.9%
12	Stonelaw Rd (A749) ²	Northbound	8,462	8,319	- 143	- 1.7%
12	Stonelaw Rd (A749) ²	Southbound	9,067	9,085	+ 18	+ 0.2%
17	Dumbreck Rd (B768)	Northbound	15,576	14,839	- 737	- 4.7%
17	Dumbreck Rd (B768)	Southbound	11,163	10,663	- 500	- 4.5%
18	Barrhead Rd (A736)	Eastbound	10,466	10,172	- 294	- 2.8%
18	Barrhead Rd (A736)	Westbound	10,321	9,760	- 561	- 5.4%
19	Dukes Rd (B762)	Northbound	3,953	3,693	- 260	- 6.6%
19	Dukes Rd (B762)	Southbound	3,525	3,480	- 45	- 1.3%
20	Glasgow Rd (A749)	Northbound	9,148	15,216	+ 6,068	+ 66.3%
20	Glasgow Rd (A749)	Southbound	14,556	14,185	- 371	- 2.5%
21	Stewartfield Way	Eastbound	11,220	11,054	- 166	- 1.5%
21	Stewartfield Way	Westbound	12,218	11,994	- 224	- 1.8%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	5,782	5,783	+ 1	+ 0.0%
22	Glasgow and Edinburgh Rd (A8)	Westbound	5,320	5,309	- 11	- 0.2%

¹ March rather than May used in both years.

² February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.4 : AM interval May 2010 versus May 2011 flows along the A8/M8

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston ¹	Westbound	8,727	8,303	- 424	- 4.9%
M8 J8 to J9	Westbound	12,704	-	-	
M8 J9 to J10	Westbound	13,440	12,458	- 982	- 7.3%
M8 J10 to J11	Westbound	12,911	11,862	- 1,049	- 8.1%
M8 J11 to J12	Westbound	12,782	11,586	- 1,196	- 9.4%
M8 J12 to J13	Westbound	12,098	10,808	- 1,290	- 10.7%
M8 J13 to J14	Westbound	18,240	16,955	- 1,285	- 7.0%
M8 J14 to J15 ¹	Westbound	19,312	18,220	- 1,092	- 5.7%
M8 J15 to J16	Westbound	19,644	18,535	- 1,109	- 5.6%
M8 J16 to J17	Westbound	16,496	15,359	- 1,137	- 6.9%
M8 J17/J18 to J19	Westbound	15,243	13,895	- 1,348	- 8.8%
M8 Kingston Bridge	Southbound	-	17,322	-	
M8 main carriageway east of J21	Westbound	13,641	13,669	+ 28	+ 0.2%
M8 secondary carriageway east of J21	Westbound	2,235	1,700	- 535	- 23.9%
M8 J22 to J23	Westbound	-	11,818	-	
M8 J24 to J25 ¹	Westbound	11,615	11,799	+ 184	+ 1.6%
M8 J25 to J25a	Westbound	13,109	13,105	- 4	- 0.0%
M8 J25a to J26	Westbound	-	11,820	-	
M8 J26 to J27	Westbound	10,969	-	-	
M8 J27 to J26 ²	Eastbound	15,073	14,929	- 144	- 1.0%
M8 J26 to J25a	Eastbound	14,463	14,016	- 447	- 3.1%
M8 J25a to J25	Eastbound	14,766	14,249	- 517	- 3.5%
M8 J25 to J24	Eastbound	11,525	11,066	- 459	- 4.0%
M8 J23 to J22	Eastbound	10,489	8,299	- 2,190	- 20.9%
M8 secondary carriageway at J21 off slip	Eastbound	2,655	-	-	
M8 main carriageway east of J21	Eastbound	13,536	-	-	
M8 Kingston Bridge	Northbound	-	17,569	-	
M8 at J18 before Charing Cross ramp ¹	Eastbound	11,660	11,657	- 3	- 0.0%
M8 J18/J17 to J16	Eastbound	16,919	16,572	- 347	- 2.1%
M8 J16 to J15 ³	Eastbound	17,709	17,474	- 235	- 1.3%
M8 J15 to J14	Eastbound	16,965	16,770	- 195	- 1.1%
M8 J14 to J13	Eastbound	15,221	15,023	- 198	- 1.3%
M8 J13 to J12	Eastbound	11,548	11,458	- 90	- 0.8%
M8 J12 to J11	Eastbound	11,750	11,813	+ 63	+ 0.5%
M8 J11 to J10	Eastbound	11,232	11,241	+ 9	+ 0.1%
M8 J10 to J9	Eastbound	11,454	11,533	+ 79	+ 0.7%
M8 J9 to J8	Eastbound	-	9,675	-	
A8 east of Baillieston	Eastbound	8,994	8,862	- 132	- 1.5%

¹ March rather than May used in both years.

² June rather than May used in both years.

³ February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.5 : AM interval May 2010 versus May 2011 on the M80, M73, M74 and M77

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	7,378	7,797	+ 419	+ 5.7%
M80 J2 to J1	Southbound	8,414	8,572	+ 158	+ 1.9%
M80 J1 to J2	Northbound	5,258	5,047	- 211	- 4.0%
M80 J2 to J3	Northbound	4,890	4,838	- 52	- 1.1%
M73 at J2a between ramps	Southbound	4,916	4,544	- 372	- 7.6%
M73 J2a to J2	Southbound	5,484	5,266	- 218	- 4.0%
M73 J2 to J1	Southbound	9,921	9,652	- 269	- 2.7%
M73 J1 to J2	Northbound	11,035	10,264	- 771	- 7.0%
M73 J2 to J2a	Northbound	5,252	4,774	- 478	- 9.1%
M73 at J2a between ramps	Northbound	5,043	3,913	- 1,130	- 22.4%
M74 J5 to J4	Northbound	10,220	9,685	- 535	- 5.2%
M74 J3a to J3 ¹	Northbound	6,837	6,572	- 265	- 3.9%
M74 J3 to J2a	Northbound	-	4,631	-	-
M74 J2a to J3	Southbound	2,674	2,670	- 4	- 0.1%
M74 J3 to J3a ¹	Southbound	4,560	4,315	- 245	- 5.4%
M74 J4 to Bothwell Services	Southbound	8,307	8,193	- 114	- 1.4%
M77 J4 to J3	Northbound	8,665	8,345	- 320	- 3.7%
M77 J3 to J2	Northbound	9,716	9,182	- 534	- 5.5%
M77 J2 to J1	Northbound	10,361	9,694	- 667	- 6.4%
M77 J1 to M8 J22	Northbound	7,812	7,408	- 404	- 5.2%
M77 between M8 J22 and J1	Southbound	-	6,240	-	-
M77 J1 to J2	Southbound	6,537	6,481	- 56	- 0.9%
M77 J2 to J3	Southbound	5,830	5,802	- 28	- 0.5%
M77 J3 to J4	Southbound	5,323	5,361	+ 38	+ 0.7%

¹ March rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.6 : AM interval May 2010 versus May 2011 flows on local road network

Plan Id	Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
11	Main St (B768), Rutherglen, east ¹	Eastbound	1,585	1,344	- 241	- 15.2%
11	Main St (B768), Rutherglen, east ¹	Westbound	1,611	1,571	- 40	- 2.5%
12	Stonelaw Rd (A749) ²	Northbound	2,235	2,194	- 41	- 1.8%
12	Stonelaw Rd (A749) ²	Southbound	1,625	1,655	+ 30	+ 1.8%
17	Dumbreck Rd (B768)	Northbound	4,000	3,971	- 29	- 0.7%
17	Dumbreck Rd (B768)	Southbound	1,867	1,760	- 107	- 5.7%
18	Barrhead Rd (A736)	Eastbound	2,506	2,417	- 89	- 3.6%
18	Barrhead Rd (A736)	Westbound	1,652	1,572	- 80	- 4.8%
19	Dukes Rd (B762)	Northbound	1,170	1,149	- 21	- 1.8%
19	Dukes Rd (B762)	Southbound	446	543	+ 97	+ 21.7%
20	Glasgow Rd (A749)	Northbound	2,151	3,845	+ 1,694	+ 78.8%
20	Glasgow Rd (A749)	Southbound	2,937	2,913	- 24	- 0.8%
21	Stewartfield Way	Eastbound	2,526	2,471	- 55	- 2.2%
21	Stewartfield Way	Westbound	3,051	2,938	- 113	- 3.7%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,226	1,222	- 4	- 0.3%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,257	1,350	+ 93	+ 7.4%

¹ March rather than May used in both years.

² February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.7 : Inter-peak interval May 2010 versus May 2011 flows along the A8/M8

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston ¹	Westbound	13,717	13,419	- 298	- 2.2%
M8 J8 to J9	Westbound	20,191	-	-	-
M8 J9 to J10	Westbound	21,783	21,142	- 641	- 2.9%
M8 J10 to J11	Westbound	21,234	20,737	- 497	- 2.3%
M8 J11 to J12	Westbound	22,204	21,687	- 517	- 2.3%
M8 J12 to J13	Westbound	22,084	21,466	- 618	- 2.8%
M8 J13 to J14	Westbound	28,755	28,145	- 610	- 2.1%
M8 J14 to J15 ¹	Westbound	31,593	30,833	- 760	- 2.4%
M8 J15 to J16	Westbound	31,979	31,081	- 898	- 2.8%
M8 J16 to J17	Westbound	28,023	27,238	- 785	- 2.8%
M8 J17/J18 to J19	Westbound	27,195	26,856	- 339	- 1.2%
M8 Kingston Bridge	Southbound	-	32,870	-	-
M8 main carriageway east of J21	Westbound	26,163	25,833	- 330	- 1.3%
M8 secondary carriageway east of J21	Westbound	3,996	2,880	- 1,116	- 27.9%
M8 J22 to J23	Westbound	-	20,622	-	-
M8 J24 to J25 ¹	Westbound	20,705	20,838	+ 133	+ 0.6%
M8 J25 to J25a	Westbound	23,172	22,638	- 534	- 2.3%
M8 J25a to J26	Westbound	-	18,763	-	-
M8 J26 to J27	Westbound	19,872	-	-	-
M8 J27 to J26 ²	Eastbound	20,571	20,520	- 51	- 0.2%
M8 J26 to J25a	Eastbound	19,484	19,225	- 259	- 1.3%
M8 J25a to J25	Eastbound	21,647	21,436	- 211	- 1.0%
M8 J25 to J24	Eastbound	18,172	17,963	- 209	- 1.2%
M8 J23 to J22	Eastbound	17,991	16,590	- 1,401	- 7.8%
M8 secondary carriageway at J21 off slip	Eastbound	2,467	-	-	-
M8 main carriageway east of J21	Eastbound	23,516	-	-	-
M8 Kingston Bridge	Northbound	-	27,989	-	-
M8 at J18 before Charing Cross ramp ¹	Eastbound	21,613	21,261	- 352	- 1.6%
M8 J18/J17 to J16	Eastbound	29,776	29,372	- 404	- 1.4%
M8 J16 to J15 ³	Eastbound	33,769	32,617	- 1,152	- 3.4%
M8 J15 to J14	Eastbound	33,633	33,165	- 468	- 1.4%
M8 J14 to J13	Eastbound	30,299	29,721	- 578	- 1.9%
M8 J13 to J12	Eastbound	22,130	22,056	- 74	- 0.3%
M8 J12 to J11	Eastbound	23,030	22,703	- 327	- 1.4%
M8 J11 to J10	Eastbound	21,435	21,388	- 47	- 0.2%
M8 J10 to J9	Eastbound	22,613	22,435	- 178	- 0.8%
M8 J9 to J8	Eastbound	-	19,057	-	-
A8 east of Baillieston	Eastbound	14,497	14,256	- 241	- 1.7%

¹ March rather than May used in both years.

² June rather than May used in both years.

³ February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.8 : Inter-peak interval May 2010 versus May 2011 on the M80, M73, M74 and M77

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	8,787	9,456	+ 669	+ 7.6%
M80 J2 to J1	Southbound	9,819	10,031	+ 212	+ 2.2%
M80 J1 to J2	Northbound	10,411	10,225	- 186	- 1.8%
M80 J2 to J3	Northbound	9,401	9,473	+ 72	+ 0.8%
M73 at J2a between ramps	Southbound	7,177	6,416	- 761	- 10.6%
M73 J2a to J2	Southbound	7,327	6,638	- 689	- 9.4%
M73 J2 to J1	Southbound	16,086	15,415	- 671	- 4.2%
M73 J1 to J2	Northbound	15,614	14,960	- 654	- 4.2%
M73 J2 to J2a	Northbound	6,949	6,639	- 310	- 4.5%
M73 at J2a between ramps	Northbound	6,640	5,882	- 758	- 11.4%
M74 J5 to J4	Northbound	13,517	13,099	- 418	- 3.1%
M74 J3a to J3 ¹	Northbound	7,137	6,775	- 362	- 5.1%
M74 J3 to J2a	Northbound	-	4,170	-	-
M74 J2a to J3	Southbound	5,018	4,585	- 433	- 8.6%
M74 J3 to J3a ¹	Southbound	7,059	6,791	- 268	- 3.8%
M74 J4 to Bothwell Services	Southbound	14,608	14,240	- 368	- 2.5%
M77 J4 to J3	Northbound	10,429	10,541	+ 112	+ 1.1%
M77 J3 to J2	Northbound	12,491	12,621	+ 130	+ 1.0%
M77 J2 to J1	Northbound	13,816	13,748	- 68	- 0.5%
M77 J1 to M8 J22	Northbound	11,505	11,603	+ 98	+ 0.9%
M77 between M8 J22 and J1	Southbound	-	14,237	-	-
M77 J1 to J2	Southbound	14,481	14,252	- 229	- 1.6%
M77 J2 to J3	Southbound	12,687	12,505	- 182	- 1.4%
M77 J3 to J4	Southbound	10,599	10,566	- 33	- 0.3%

¹ March rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.9 : Inter-peak interval May 2010 versus May 2011 flows on local road network

Plan Id	Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
11	Main St (B768), Rutherglen, east ¹	Eastbound	3,135	2,451	- 684	- 21.8%
11	Main St (B768), Rutherglen, east ¹	Westbound	2,474	2,535	+ 61	+ 2.5%
12	Stonelaw Rd (A749) ²	Northbound	2,990	2,940	- 50	- 1.7%
12	Stonelaw Rd (A749) ²	Southbound	3,328	3,226	- 102	- 3.1%
17	Dumbreck Rd (B768)	Northbound	5,413	5,098	- 315	- 5.8%
17	Dumbreck Rd (B768)	Southbound	3,858	3,666	- 192	- 5.0%
18	Barrhead Rd (A736)	Eastbound	3,452	3,388	- 64	- 1.9%
18	Barrhead Rd (A736)	Westbound	3,377	3,233	- 144	- 4.3%
19	Dukes Rd (B762)	Northbound	1,183	1,137	- 46	- 3.9%
19	Dukes Rd (B762)	Southbound	1,113	1,153	+ 40	+ 3.6%
20	Glasgow Rd (A749)	Northbound	3,053	4,950	+ 1,897	+ 62.1%
20	Glasgow Rd (A749)	Southbound	5,036	4,955	- 81	- 1.6%
21	Stewartfield Way	Eastbound	3,844	3,874	+ 30	+ 0.8%
21	Stewartfield Way	Westbound	3,872	3,886	+ 14	+ 0.4%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,923	1,931	+ 8	+ 0.4%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,727	1,703	- 24	- 1.4%

¹ March rather than May used in both years.

² February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.10 : PM interval May 2010 versus May 2011 flows along the A8/M8

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston ¹	Westbound	8,721	8,716	- 5	- 0.1%
M8 J8 to J9	Westbound	10,947	-	-	-
M8 J9 to J10	Westbound	11,769	11,418	- 351	- 3.0%
M8 J10 to J11	Westbound	11,268	10,906	- 362	- 3.2%
M8 J11 to J12	Westbound	11,243	10,909	- 334	- 3.0%
M8 J12 to J13	Westbound	10,707	10,245	- 462	- 4.3%
M8 J13 to J14	Westbound	14,478	13,514	- 964	- 6.7%
M8 J14 to J15 ¹	Westbound	14,082	13,584	- 498	- 3.5%
M8 J15 to J16	Westbound	14,436	13,768	- 668	- 4.6%
M8 J16 to J17	Westbound	10,443	9,683	- 760	- 7.3%
M8 J17/J18 to J19	Westbound	12,478	12,213	- 265	- 2.1%
M8 Kingston Bridge	Southbound	-	19,773	-	-
M8 main carriageway east of J21	Westbound	16,504	16,177	- 327	- 2.0%
M8 secondary carriageway east of J21	Westbound	3,273	3,202	- 71	- 2.2%
M8 J22 to J23	Westbound	-	12,655	-	-
M8 J24 to J25 ¹	Westbound	13,363	13,552	+ 189	+ 1.4%
M8 J25 to J25a	Westbound	16,034	15,895	- 139	- 0.9%
M8 J25a to J26	Westbound	-	13,881	-	-
M8 J26 to J27	Westbound	15,221	-	-	-
M8 J27 to J26 ²	Eastbound	11,342	11,623	+ 281	+ 2.5%
M8 J26 to J25a	Eastbound	11,172	10,896	- 276	- 2.5%
M8 J25a to J25	Eastbound	12,268	11,979	- 289	- 2.4%
M8 J25 to J24	Eastbound	9,519	9,276	- 243	- 2.6%
M8 J23 to J22	Eastbound	8,620	6,751	- 1,869	- 21.7%
M8 secondary carriageway at J21 off slip	Eastbound	2,057	-	-	-
M8 main carriageway east of J21	Eastbound	8,388	-	-	-
M8 Kingston Bridge	Northbound	-	12,689	-	-
M8 at J18 before Charing Cross ramp ¹	Eastbound	10,686	10,284	- 402	- 3.8%
M8 J18/J17 to J16	Eastbound	16,937	16,820	- 117	- 0.7%
M8 J16 to J15 ³	Eastbound	18,437	17,360	- 1,077	- 5.8%
M8 J15 to J14	Eastbound	21,359	21,333	- 27	- 0.1%
M8 J14 to J13	Eastbound	20,073	19,989	- 84	- 0.4%
M8 J13 to J12	Eastbound	14,163	14,103	- 60	- 0.4%
M8 J12 to J11	Eastbound	14,793	14,439	- 354	- 2.4%
M8 J11 to J10	Eastbound	14,235	14,085	- 150	- 1.1%
M8 J10 to J9	Eastbound	15,176	15,001	- 175	- 1.2%
M8 J9 to J8	Eastbound	-	12,248	-	-
A8 east of Baillieston	Eastbound	9,595	9,363	- 232	- 2.4%

¹ March rather than May used in both years.

² June rather than May used in both years.

³ February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.11 : PM interval May 2010 versus May 2011 on the M80, M73, M74 and M77

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	4,896	5,320	+ 424	+ 8.7%
M80 J2 to J1	Southbound	5,374	5,544	+ 170	+ 3.2%
M80 J1 to J2	Northbound	8,409	8,560	+ 151	+ 1.8%
M80 J2 to J3	Northbound	7,421	7,825	+ 404	+ 5.4%
M73 at J2a between ramps	Southbound	5,315	4,732	- 583	- 11.0%
M73 J2a to J2	Southbound	5,477	5,002	- 475	- 8.7%
M73 J2 to J1	Southbound	12,014	11,443	- 571	- 4.8%
M73 J1 to J2	Northbound	9,568	9,104	- 464	- 4.8%
M73 J2 to J2a	Northbound	5,419	5,025	- 394	- 7.3%
M73 at J2a between ramps	Northbound	4,911	4,041	- 870	- 17.7%
M74 J5 to J4	Northbound	7,405	7,221	- 184	- 2.5%
M74 J3a to J3 ¹	Northbound	5,451	5,233	- 218	- 4.0%
M74 J3 to J2a	Northbound	-	3,301	-	-
M74 J2a to J3	Southbound	4,175	3,887	- 288	- 6.9%
M74 J3 to J3a ¹	Southbound	5,984	5,595	- 389	- 6.5%
M74 J4 to Bothwell Services	Southbound	10,697	10,385	- 312	- 2.9%
M77 J4 to J3	Northbound	6,206	6,417	+ 211	+ 3.4%
M77 J3 to J2	Northbound	7,096	7,052	- 44	- 0.6%
M77 J2 to J1	Northbound	7,289	7,254	- 35	- 0.5%
M77 J1 to M8 J22	Northbound	5,492	5,548	+ 56	+ 1.0%
M77 between M8 J22 and J1	Southbound	-	11,162	-	-
M77 J1 to J2	Southbound	12,211	11,992	- 219	- 1.8%
M77 J2 to J3	Southbound	11,499	11,251	- 248	- 2.2%
M77 J3 to J4	Southbound	9,908	9,839	- 69	- 0.7%

¹ March rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.12 : PM interval May 2010 versus May 2011 flows on local road network

Plan Id	Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
11	Main St (B768), Rutherglen, east ¹	Eastbound	1,896	1,620	- 276	- 14.6%
11	Main St (B768), Rutherglen, east ¹	Westbound	1,605	1,619	+ 14	+ 0.9%
12	Stonelaw Rd (A749) ²	Northbound	1,604	1,634	+ 30	+ 1.9%
12	Stonelaw Rd (A749) ²	Southbound	2,496	2,606	+ 110	+ 4.4%
17	Dumbreck Rd (B768)	Northbound	2,966	2,774	- 192	- 6.5%
17	Dumbreck Rd (B768)	Southbound	3,206	3,214	+ 8	+ 0.2%
18	Barrhead Rd (A736)	Eastbound	2,211	2,231	+ 20	+ 0.9%
18	Barrhead Rd (A736)	Westbound	2,909	2,692	- 217	- 7.5%
19	Dukes Rd (B762)	Northbound	861	801	- 60	- 7.0%
19	Dukes Rd (B762)	Southbound	1,122	1,150	+ 28	+ 2.5%
20	Glasgow Rd (A749)	Northbound	2,120	3,717	+ 1,597	+ 75.3%
20	Glasgow Rd (A749)	Southbound	3,913	3,865	- 48	- 1.2%
21	Stewartfield Way	Eastbound	2,849	2,689	- 160	- 5.6%
21	Stewartfield Way	Westbound	3,467	3,314	- 153	- 4.4%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,405	1,366	- 39	- 2.8%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,334	1,333	- 1	- 0.1%

¹ March rather than May used in both years.

² February rather than May used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

A.2 Before and after M74 Completion scheme opening traffic flow comparisons

Table A.13 : 24hr before and after flows along the A8/M8

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	42,108	39,768	- 2,340	- 5.6%
M8 J8 to J9	Westbound	51,855	44,975	- 6,880	- 13.3%
M8 J9 to J10	Westbound	57,008	48,805	- 8,203	- 14.4%
M8 J10 to J11	Westbound	56,099	47,355	- 8,744	- 15.6%
M8 J11 to J12	Westbound	58,007	49,069	- 8,938	- 15.4%
M8 J12 to J13	Westbound	56,970	48,335	- 8,635	- 15.2%
M8 J13 to J14	Westbound	76,557	70,502	- 6,055	- 7.9%
M8 J14 to J15	Westbound	83,446	76,682	- 6,764	- 8.1%
M8 J15 to J16	Westbound	83,315	75,683	- 7,632	- 9.2%
M8 J16 to J17	Westbound	68,986	64,580	- 4,406	- 6.4%
M8 J17/J18 to J19	Westbound	70,205	62,616	- 7,589	- 10.8%
M8 Kingston Bridge	Southbound	93,116	85,242	- 7,874	- 8.5%
M8 main carriageway east of J21 ¹	Westbound	73,472	64,590	- 8,882	- 12.1%
M8 secondary carriageway east of J21 ¹	Westbound	9,214	34,167	+ 24,953	+ 270.8%
M8 J22 to J23 ²	Westbound	57,598	68,305	+ 10,707	+ 18.6%
M8 J24 to J25 ¹	Westbound	59,585	67,025	+ 7,440	+ 12.5%
M8 J25 to J25a	Westbound	65,633	69,782	+ 4,149	+ 6.3%
M8 J25a to J26	Westbound	57,457	60,410	+ 2,953	+ 5.1%
M8 J26 to J27	Westbound	58,891	60,224	+ 1,333	+ 2.3%
M8 J27 to J26	Eastbound	59,049	60,958	+ 1,909	+ 3.2%
M8 J26 to J25a ³	Eastbound	56,275	60,919	+ 4,644	+ 8.3%
M8 J25a to J25	Eastbound	61,174	66,981	+ 5,807	+ 9.5%
M8 J25 to J24	Eastbound	50,435	58,525	+ 8,090	+ 16.0%
M8 J23 to J22	Eastbound	48,486	58,859	+ 10,373	+ 21.4%
M8 secondary carriageway at J21 off slip ^a	Eastbound	7,195	22,934	+ 15,739	+ 218.7%
M8 main carriageway east of J21 [?]	Eastbound	59,632	57,596	- 2,036	- 3.4%
M8 Kingston Bridge ²	Northbound	76,458	71,406	- 5,052	- 6.6%
M8 at J18 before Charing Cross ramp ³	Eastbound	59,126	49,271	- 9,855	- 16.7%
M8 J18/J17 to J16 ³	Eastbound	82,048	71,689	- 10,359	- 12.6%
M8 J16 to J15 ³	Eastbound	92,639	82,798	- 9,841	- 10.6%
M8 J15 to J14 ^a	Eastbound	92,551	73,901	- 18,650	- 20.2%
M8 J14 to J13	Eastbound	84,177	73,873	- 10,304	- 12.2%
M8 J13 to J12	Eastbound	61,192	48,806	- 12,386	- 20.2%
M8 J12 to J11	Eastbound	64,684	51,921	- 12,763	- 19.7%
M8 J11 to J10	Eastbound	59,793	47,573	- 12,220	- 20.4%
M8 J10 to J9	Eastbound	63,548	50,913	- 12,635	- 19.9%
M8 J9 to J8 ³	Eastbound	53,324	42,279	- 11,045	- 20.7%
A8 east of Baillieston	Eastbound	42,315	40,693	- 1,622	- 3.8%

¹ September rather than October used in both years.

² May 2011 used rather than October 2010. September 2011 used rather than October 2011.

³ May 2011 used rather than October 2010.

^a August rather than October used in both years.

[?] September 2010 used rather than October 2010.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.14 : 24hr before and after flows on the M80, M73, M74 and M77

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	25,815	30,274	+ 4,459	+ 17.3%
M80 J2 to J1	Southbound	29,099	32,346	+ 3,247	+ 11.2%
M80 J1 to J2	Northbound	30,520	33,685	+ 3,165	+ 10.4%
M80 J2 to J3	Northbound	27,891	30,793	+ 2,902	+ 10.4%
M73 at J2a between ramps	Southbound	20,100	23,292	+ 3,192	+ 15.9%
M73 J2a to J2	Southbound	21,084	24,606	+ 3,522	+ 16.7%
M73 J2 to J1	Southbound	46,380	44,744	- 1,636	- 3.5%
M73 J1 to J2	Northbound	44,921	42,558	- 2,363	- 5.3%
M73 J2 to J2a ¹	Northbound	21,047	24,245	+ 3,198	+ 15.2%
M73 at J2a between ramps	Northbound	20,407	23,001	+ 2,594	+ 12.7%
M74 J5 to J4 ²	Northbound	39,095	43,087	+ 3,992	+ 10.2%
M74 J3a to J3	Northbound	23,311	40,184	+ 16,873	+ 72.4%
M74 J3 to J2a ¹	Northbound	14,717	33,474	+ 18,757	+ 127.5%
M74C J2a to J2	Northbound	-	34,211	-	-
M74C J2 to J1a	Northbound	-	34,895	-	-
M74C J1a to J1	Northbound	-	35,978	-	-
M74C J1 to J1a	Southbound	-	34,437	-	-
M74C J1a to J2	Southbound	-	32,676	-	-
M74C J2 to J2a	Southbound	-	31,964	-	-
M74 J2a to J3 ²	Southbound	14,574	32,290	+ 17,716	+ 121.6%
M74 J3 to J3a	Southbound	21,224	36,605	+ 15,381	+ 72.5%
M74 J4 to Bothwell Services ²	Southbound	40,975	45,543	+ 4,568	+ 11.1%
M77 J4 to J3 ²	Northbound	31,261	32,136	+ 875	+ 2.8%
M77 J3 to J2	Northbound	36,218	38,069	+ 1,851	+ 5.1%
M77 J2 to J1	Northbound	39,722	44,009	+ 4,287	+ 10.8%
M77 J1 to M8 J22 ¹	Northbound	32,463	37,244	+ 4,781	+ 14.7%
M77 between M8 J22 and J1	Southbound	40,205	45,882	+ 5,677	+ 14.1%
M77 J1 to J2	Southbound	41,661	45,510	+ 3,849	+ 9.2%
M77 J2 to J3	Southbound	38,464	40,319	+ 1,855	+ 4.8%
M77 J3 to J4 ²	Southbound	33,013	33,909	+ 896	+ 2.7%

¹ May 2011 used rather than October 2010.

² September rather than October used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.15 : AM interval before and after flows along the A8/M8

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	8,942	9,165	+ 223	+ 2.5%
M8 J8 to J9	Westbound	11,119	11,005	- 114	- 1.0%
M8 J9 to J10	Westbound	12,086	11,894	- 192	- 1.6%
M8 J10 to J11	Westbound	11,757	11,542	- 215	- 1.8%
M8 J11 to J12	Westbound	11,802	11,875	+ 73	+ 0.6%
M8 J12 to J13	Westbound	11,166	11,402	+ 236	+ 2.1%
M8 J13 to J14	Westbound	17,034	18,144	+ 1,110	+ 6.5%
M8 J14 to J15	Westbound	19,071	19,376	+ 305	+ 1.6%
M8 J15 to J16	Westbound	18,652	18,420	- 232	- 1.2%
M8 J16 to J17	Westbound	15,941	15,262	- 679	- 4.3%
M8 J17/J18 to J19	Westbound	14,670	13,627	- 1,043	- 7.1%
M8 Kingston Bridge	Southbound	16,950	15,458	- 1,492	- 8.8%
M8 main carriageway east of J21 ¹	Westbound	13,116	11,744	- 1,372	- 10.5%
M8 secondary carriageway east of J21 ¹	Westbound	1,702	8,473	+ 6,771	+ 397.8%
M8 J22 to J23 ²	Westbound	11,818	14,924	+ 3,106	+ 26.3%
M8 J24 to J25 ¹	Westbound	11,523	14,103	+ 2,580	+ 22.4%
M8 J25 to J25a	Westbound	12,805	14,656	+ 1,851	+ 14.5%
M8 J25a to J26	Westbound	11,589	13,189	+ 1,600	+ 13.8%
M8 J26 to J27	Westbound	10,784	12,051	+ 1,267	+ 11.7%
M8 J27 to J26	Eastbound	14,908	15,601	+ 693	+ 4.6%
M8 J26 to J25a ³	Eastbound	14,016	15,539	+ 1,523	+ 10.9%
M8 J25a to J25	Eastbound	14,204	15,812	+ 1,608	+ 11.3%
M8 J25 to J24	Eastbound	11,117	13,773	+ 2,656	+ 23.9%
M8 J23 to J22	Eastbound	10,215	13,411	+ 3,196	+ 31.3%
M8 secondary carriageway at J21 off slip ^a	Eastbound	2,154	4,924	+ 2,770	+ 128.6%
M8 main carriageway east of J21?	Eastbound	12,230	13,656	+ 1,426	+ 11.7%
M8 Kingston Bridge ²	Northbound	17,569	17,521	- 48	- 0.3%
M8 at J18 before Charing Cross ramp ³	Eastbound	12,013	10,553	- 1,460	- 12.2%
M8 J18/J17 to J16 ³	Eastbound	16,572	14,805	- 1,767	- 10.7%
M8 J16 to J15 ³	Eastbound	18,585	16,761	- 1,824	- 9.8%
M8 J15 to J14 ^a	Eastbound	16,336	13,034	- 3,302	- 20.2%
M8 J14 to J13	Eastbound	14,437	13,020	- 1,417	- 9.8%
M8 J13 to J12	Eastbound	11,283	9,026	- 2,257	- 20.0%
M8 J12 to J11	Eastbound	11,915	9,598	- 2,317	- 19.4%
M8 J11 to J10	Eastbound	11,068	8,833	- 2,235	- 20.2%
M8 J10 to J9	Eastbound	11,190	9,035	- 2,155	- 19.3%
M8 J9 to J8 ³	Eastbound	9,675	7,422	- 2,253	- 23.3%
A8 east of Baillieston	Eastbound	8,588	8,490	- 98	- 1.1%

¹ September rather than October used in both years.

² May 2011 used rather than October 2010. September 2011 used rather than October 2011.

³ May 2011 used rather than October 2010.

^a August rather than October used in both years.

? September 2010 used rather than October 2010.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.16 : AM interval before and after flows on the M80, M73, M74 and M77

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	7,147	8,661	+ 1,514	+ 21.2%
M80 J2 to J1	Southbound	8,363	9,177	+ 814	+ 9.7%
M80 J1 to J2	Northbound	4,701	5,738	+ 1,037	+ 22.1%
M80 J2 to J3	Northbound	4,463	5,451	+ 988	+ 22.1%
M73 at J2a between ramps	Southbound	4,622	5,778	+ 1,156	+ 25.0%
M73 J2a to J2	Southbound	5,193	6,531	+ 1,338	+ 25.8%
M73 J2 to J1	Southbound	9,842	10,433	+ 591	+ 6.0%
M73 J1 to J2	Northbound	10,538	11,154	+ 616	+ 5.8%
M73 J2 to J2a ¹	Northbound	4,774	5,992	+ 1,218	+ 25.5%
M73 at J2a between ramps	Northbound	4,521	5,745	+ 1,224	+ 27.1%
M74 J5 to J4 ²	Northbound	9,774	11,518	+ 1,744	+ 17.8%
M74 J3a to J3	Northbound	6,675	11,732	+ 5,057	+ 75.8%
M74 J3 to J2a ¹	Northbound	4,631	10,150	+ 5,519	+ 119.2%
M74C J2a to J2	Northbound	-	10,140	-	-
M74C J2 to J1a	Northbound	-	10,787	-	-
M74C J1a to J1	Northbound	-	10,999	-	-
M74C J1 to J1a	Southbound	-	6,988	-	-
M74C J1a to J2	Southbound	-	6,795	-	-
M74C J2 to J2a	Southbound	-	6,938	-	-
M74 J2a to J3 ²	Southbound	2,622	6,702	+ 4,080	+ 155.6%
M74 J3 to J3a	Southbound	4,430	7,915	+ 3,485	+ 78.7%
M74 J4 to Bothwell Services ²	Southbound	8,171	9,206	+ 1,035	+ 12.7%
M77 J4 to J3 ²	Northbound	8,213	8,245	+ 32	+ 0.4%
M77 J3 to J2	Northbound	8,844	9,261	+ 417	+ 4.7%
M77 J2 to J1	Northbound	9,622	10,811	+ 1,189	+ 12.4%
M77 J1 to M8 J22 ¹	Northbound	7,952	9,003	+ 1,051	+ 13.2%
M77 between M8 J22 and J1	Southbound	5,981	8,005	+ 2,024	+ 33.8%
M77 J1 to J2	Southbound	6,349	7,813	+ 1,464	+ 23.1%
M77 J2 to J3	Southbound	5,700	6,666	+ 966	+ 16.9%
M77 J3 to J4 ²	Southbound	5,238	5,884	+ 646	+ 12.3%

¹ May 2011 used rather than October 2010.

² September rather than October used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.17 : Inter-peak interval before and after flows along the A8/M8

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	14,579	13,598	- 981	- 6.7%
M8 J8 to J9	Westbound	19,058	16,198	- 2,860	- 15.0%
M8 J9 to J10	Westbound	20,926	17,564	- 3,362	- 16.1%
M8 J10 to J11	Westbound	20,686	17,009	- 3,677	- 17.8%
M8 J11 to J12	Westbound	22,006	17,753	- 4,253	- 19.3%
M8 J12 to J13	Westbound	21,780	17,729	- 4,051	- 18.6%
M8 J13 to J14	Westbound	28,684	25,262	- 3,422	- 11.9%
M8 J14 to J15	Westbound	31,747	27,886	- 3,861	- 12.2%
M8 J15 to J16	Westbound	31,858	27,960	- 3,898	- 12.2%
M8 J16 to J17	Westbound	27,668	24,178	- 3,490	- 12.6%
M8 J17/J18 to J19	Westbound	27,099	23,658	- 3,441	- 12.7%
M8 Kingston Bridge	Southbound	33,189	30,298	- 2,891	- 8.7%
M8 main carriageway east of J21 ¹	Westbound	26,228	22,809	- 3,419	- 13.0%
M8 secondary carriageway east of J21 ¹	Westbound	2,964	10,411	+ 7,447	+ 251.2%
M8 J22 to J23 ²	Westbound	20,623	23,418	+ 2,795	+ 13.6%
M8 J24 to J25 ¹	Westbound	21,486	22,984	+ 1,498	+ 7.0%
M8 J25 to J25a	Westbound	23,509	24,599	+ 1,090	+ 4.6%
M8 J25a to J26	Westbound	19,236	19,871	+ 635	+ 3.3%
M8 J26 to J27	Westbound	19,891	20,111	+ 220	+ 1.1%
M8 J27 to J26	Eastbound	20,916	21,163	+ 247	+ 1.2%
M8 J26 to J25a ³	Eastbound	19,225	20,390	+ 1,165	+ 6.1%
M8 J25a to J25	Eastbound	22,290	23,071	+ 781	+ 3.5%
M8 J25 to J24	Eastbound	18,775	20,401	+ 1,626	+ 8.7%
M8 J23 to J22	Eastbound	18,331	20,628	+ 2,297	+ 12.5%
M8 secondary carriageway at J21 off slip ^a	Eastbound	2,238	7,790	+ 5,552	+ 248.1%
M8 main carriageway east of J21?	Eastbound	23,602	21,143	- 2,459	- 10.4%
M8 Kingston Bridge ²	Northbound	27,989	25,366	- 2,623	- 9.4%
M8 at J18 before Charing Cross ramp ³	Eastbound	21,508	17,942	- 3,566	- 16.6%
M8 J18/J17 to J16 ³	Eastbound	29,372	25,660	- 3,712	- 12.6%
M8 J16 to J15 ³	Eastbound	33,846	30,144	- 3,702	- 10.9%
M8 J15 to J14 ^a	Eastbound	33,614	26,786	- 6,828	- 20.3%
M8 J14 to J13	Eastbound	30,279	26,205	- 4,074	- 13.5%
M8 J13 to J12	Eastbound	22,392	17,837	- 4,555	- 20.3%
M8 J12 to J11	Eastbound	23,529	18,887	- 4,642	- 19.7%
M8 J11 to J10	Eastbound	21,540	17,287	- 4,253	- 19.7%
M8 J10 to J9	Eastbound	22,662	18,238	- 4,424	- 19.5%
M8 J9 to J8 ³	Eastbound	19,057	15,307	- 3,750	- 19.7%
A8 east of Baillieston	Eastbound	14,670	14,072	- 598	- 4.1%

¹ September rather than October used in both years.

² May 2011 used rather than October 2010. September 2011 used rather than October 2011.

³ May 2011 used rather than October 2010.

^a August rather than October used in both years.

? September 2010 used rather than October 2010.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.18 : Inter-peak interval before and after flows on the M80, M73, M74 and M77

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	8,812	10,246	+ 1,434	+ 16.3%
M80 J2 to J1	Southbound	9,779	10,986	+ 1,207	+ 12.3%
M80 J1 to J2	Northbound	10,322	11,025	+ 703	+ 6.8%
M80 J2 to J3	Northbound	9,407	10,063	+ 656	+ 7.0%
M73 at J2a between ramps	Southbound	6,900	7,700	+ 800	+ 11.6%
M73 J2a to J2	Southbound	7,183	7,842	+ 659	+ 9.2%
M73 J2 to J1	Southbound	15,958	14,621	- 1,337	- 8.4%
M73 J1 to J2	Northbound	15,412	13,802	- 1,610	- 10.4%
M73 J2 to J2a ¹	Northbound	6,639	7,377	+ 738	+ 11.1%
M73 at J2a between ramps	Northbound	6,505	6,956	+ 451	+ 6.9%
M74 J5 to J4 ²	Northbound	13,227	14,093	+ 866	+ 6.5%
M74 J3a to J3	Northbound	6,948	11,738	+ 4,790	+ 68.9%
M74 J3 to J2a ¹	Northbound	4,170	9,468	+ 5,298	+ 127.1%
M74C J2a to J2	Northbound	-	9,948	-	-
M74C J2 to J1a	Northbound	-	9,891	-	-
M74C J1a to J1	Northbound	-	10,626	-	-
M74C J1 to J1a	Southbound	-	10,537	-	-
M74C J1a to J2	Southbound	-	9,912	-	-
M74C J2 to J2a	Southbound	-	9,619	-	-
M74 J2a to J3 ²	Southbound	4,812	10,296	+ 5,484	+ 114.0%
M74 J3 to J3a	Southbound	6,886	11,692	+ 4,806	+ 69.8%
M74 J4 to Bothwell Services ²	Southbound	14,516	15,769	+ 1,253	+ 8.6%
M77 J4 to J3 ²	Northbound	10,443	10,880	+ 437	+ 4.2%
M77 J3 to J2	Northbound	12,921	13,674	+ 753	+ 5.8%
M77 J2 to J1	Northbound	14,005	15,265	+ 1,260	+ 9.0%
M77 J1 to M8 J22 ¹	Northbound	11,814	13,244	+ 1,430	+ 12.1%
M77 between M8 J22 and J1	Southbound	14,218	16,018	+ 1,800	+ 12.7%
M77 J1 to J2	Southbound	14,288	15,622	+ 1,334	+ 9.3%
M77 J2 to J3	Southbound	12,716	13,412	+ 696	+ 5.5%
M77 J3 to J4 ²	Southbound	10,719	11,087	+ 368	+ 3.4%

¹ May 2011 used rather than October 2010.

² September rather than October used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.19 : PM interval before and after flows along the A8/M8

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	9,242	9,259	+ 17	+ 0.2%
M8 J8 to J9	Westbound	10,032	8,935	- 1,097	- 10.9%
M8 J9 to J10	Westbound	10,916	9,687	- 1,229	- 11.3%
M8 J10 to J11	Westbound	10,593	9,138	- 1,455	- 13.7%
M8 J11 to J12	Westbound	10,731	9,257	- 1,474	- 13.7%
M8 J12 to J13	Westbound	9,932	8,893	- 1,039	- 10.5%
M8 J13 to J14	Westbound	12,347	12,733	+ 386	+ 3.1%
M8 J14 to J15	Westbound	13,011	13,884	+ 873	+ 6.7%
M8 J15 to J16	Westbound	12,535	13,960	+ 1,425	+ 11.4%
M8 J16 to J17	Westbound	8,162	10,911	+ 2,749	+ 33.7%
M8 J17/J18 to J19	Westbound	11,236	11,838	+ 602	+ 5.4%
M8 Kingston Bridge	Southbound	19,941	19,300	- 641	- 3.2%
M8 main carriageway east of J21 ¹	Westbound	16,397	14,930	- 1,467	- 8.9%
M8 secondary carriageway east of J21 ¹	Westbound	3,020	8,801	+ 5,781	+ 191.4%
M8 J22 to J23 ²	Westbound	12,655	15,973	+ 3,318	+ 26.2%
M8 J24 to J25 ¹	Westbound	13,663	15,757	+ 2,094	+ 15.3%
M8 J25 to J25a	Westbound	15,582	17,015	+ 1,433	+ 9.2%
M8 J25a to J26	Westbound	13,452	14,750	+ 1,298	+ 9.6%
M8 J26 to J27	Westbound	14,707	15,026	+ 319	+ 2.2%
M8 J27 to J26	Eastbound	11,658	12,727	+ 1,069	+ 9.2%
M8 J26 to J25a ³	Eastbound	10,896	12,836	+ 1,940	+ 17.8%
M8 J25a to J25	Eastbound	12,203	14,383	+ 2,180	+ 17.9%
M8 J25 to J24	Eastbound	9,780	12,752	+ 2,972	+ 30.4%
M8 J23 to J22	Eastbound	8,875	13,092	+ 4,217	+ 47.5%
M8 secondary carriageway at J21 off slip ^a	Eastbound	1,804	5,156	+ 3,352	+ 185.8%
M8 main carriageway east of J21?	Eastbound	8,267	10,036	+ 1,769	+ 21.4%
M8 Kingston Bridge ²	Northbound	12,689	12,832	+ 143	+ 1.1%
M8 at J18 before Charing Cross ramp ³	Eastbound	11,041	9,829	- 1,212	- 11.0%
M8 J18/J17 to J16 ³	Eastbound	16,820	15,074	- 1,746	- 10.4%
M8 J16 to J15 ³	Eastbound	18,915	17,703	- 1,212	- 6.4%
M8 J15 to J14 ^a	Eastbound	21,378	17,302	- 4,076	- 19.1%
M8 J14 to J13	Eastbound	19,664	17,938	- 1,726	- 8.8%
M8 J13 to J12	Eastbound	14,031	11,431	- 2,600	- 18.5%
M8 J12 to J11	Eastbound	14,938	12,297	- 2,641	- 17.7%
M8 J11 to J10	Eastbound	13,996	11,478	- 2,518	- 18.0%
M8 J10 to J9	Eastbound	14,955	12,502	- 2,453	- 16.4%
M8 J9 to J8 ³	Eastbound	12,248	10,112	- 2,136	- 17.4%
A8 east of Baillieston	Eastbound	9,501	9,293	- 208	- 2.2%

¹ September rather than October used in both years.

² May 2011 used rather than October 2010. September 2011 used rather than October 2011.

³ May 2011 used rather than October 2010.

^a August rather than October used in both years.

? September 2010 used rather than October 2010.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.20 : PM interval before and after flows on the M80, M73, M74 and M77

Counter location	Direction	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	4,783	5,876	+ 1,093	+ 22.9%
M80 J2 to J1	Southbound	5,195	6,202	+ 1,007	+ 19.4%
M80 J1 to J2	Northbound	8,233	9,217	+ 984	+ 12.0%
M80 J2 to J3	Northbound	7,337	8,267	+ 930	+ 12.7%
M73 at J2a between ramps	Southbound	5,094	6,246	+ 1,152	+ 22.6%
M73 J2a to J2	Southbound	5,261	6,438	+ 1,177	+ 22.4%
M73 J2 to J1	Southbound	11,803	12,461	+ 658	+ 5.6%
M73 J1 to J2	Northbound	9,502	10,075	+ 573	+ 6.0%
M73 J2 to J2a ¹	Northbound	5,025	6,210	+ 1,185	+ 23.6%
M73 at J2a between ramps	Northbound	4,888	5,712	+ 824	+ 16.9%
M74 J5 to J4 ²	Northbound	7,572	8,507	+ 935	+ 12.3%
M74 J3a to J3	Northbound	5,507	9,776	+ 4,269	+ 77.5%
M74 J3 to J2a ¹	Northbound	3,301	8,222	+ 4,921	+ 149.1%
M74C J2a to J2	Northbound	-	8,614	-	-
M74C J2 to J1a	Northbound	-	8,522	-	-
M74C J1a to J1	Northbound	-	8,466	-	-
M74C J1 to J1a	Southbound	-	10,344	-	-
M74C J1a to J2	Southbound	-	9,954	-	-
M74C J2 to J2a	Southbound	-	9,317	-	-
M74 J2a to J3 ²	Southbound	4,094	9,064	+ 4,970	+ 121.4%
M74 J3 to J3a	Southbound	5,866	10,441	+ 4,575	+ 78.0%
M74 J4 to Bothwell Services ²	Southbound	10,307	11,815	+ 1,508	+ 14.6%
M77 J4 to J3 ²	Northbound	6,268	6,710	+ 442	+ 7.1%
M77 J3 to J2	Northbound	7,051	7,746	+ 695	+ 9.9%
M77 J2 to J1	Northbound	7,179	8,631	+ 1,452	+ 20.2%
M77 J1 to M8 J22 ¹	Northbound	5,246	6,907	+ 1,661	+ 31.7%
M77 between M8 J22 and J1	Southbound	10,507	11,212	+ 705	+ 6.7%
M77 J1 to J2	Southbound	11,596	12,081	+ 485	+ 4.2%
M77 J2 to J3	Southbound	11,312	11,479	+ 167	+ 1.5%
M77 J3 to J4 ²	Southbound	9,748	9,718	- 30	- 0.3%

¹ May 2011 used rather than October 2010.

² September rather than October used in both years.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.21 : 24hr before and after flows on local road network

Plan Id	Counter location	Direction	Before opening‡ (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St ¹	Westbound	14,039	10,759	- 3,280	- 23.4%
2	Cumberland St ¹	Eastbound	9,353	5,726	- 3,627	- 38.8%
2	Cumberland St ¹	Westbound	7,040	3,898	- 3,142	- 44.6%
3	Cathcart Rd (A728) ¹	Northbound	15,347	12,745	- 2,602	- 17.0%
3	Cathcart Rd (A728) ¹	Southbound	11,867	9,692	- 2,175	- 18.3%
4	Aikenhead Rd (A728) ¹	Northbound	7,571	5,844	- 1,727	- 22.8%
4	Aikenhead Rd (A728) ¹	Southbound	7,754	6,000	- 1,754	- 22.6%
5	Polmadie Rd (B763) sth of M74 C ¹	Northbound	4,486	11,953	+ 7,467	+ 166.5%
5	Polmadie Rd (B763) sth of M74 C ¹	Southbound	4,535	13,106	+ 8,571	+ 189.0%
6	Calder St (B763) west	Westbound	-	-	-	-
7	Calder St (B763) east ¹	Eastbound	3,217	3,238	+ 21	+ 0.7%
7	Calder St (B763) east ¹	Westbound	4,619	4,703	+ 84	+ 1.8%
8	Allison St west	Eastbound	-	-	-	-
9	Allison St east	Eastbound	-	-	-	-
10	Main St (B768), Rutherglen, west ¹	Eastbound	9,813	7,101	- 2,712	- 27.6%
10	Main St (B768), Rutherglen, west ¹	Westbound	8,864	6,110	- 2,754	- 31.1%
11	Main St (B768), Rutherglen, east	Eastbound	7,119	-	-	-
11	Main St (B768), Rutherglen, east	Westbound	7,263	-	-	-
12	Stonelaw Rd (A749) ²	Northbound	8,308	7,198	- 1,110	- 13.4%
12	Stonelaw Rd (A749) ²	Southbound	9,128	7,907	- 1,221	- 13.4%
13	Dalmarnock Rd (A749)	Northbound	9,062	6,728	- 2,334	- 25.8%
13	Dalmarnock Rd (A749)	Southbound	8,807	6,158	- 2,649	- 30.1%
14	Cambuslang Rd (A724) sth of M74 C	Northbound	-	-	-	-
14	Cambuslang Rd (A724) sth of M74 C	Southbound	-	-	-	-
15	Glasgow Rd (A724) ¹	Eastbound	7,221	6,944	- 277	- 3.8%
15	Glasgow Rd (A724) ¹	Westbound	8,199	7,900	- 299	- 3.6%
16	Shettleston Rd (A89) ³	Eastbound	5,571	5,024	- 547	- 9.8%
16	Shettleston Rd (A89) ³	Westbound	5,659	4,873	- 786	- 13.9%
17	Dumbreck Rd (B768)	Northbound	15,736	13,682	- 2,054	- 13.1%
17	Dumbreck Rd (B768)	Southbound	11,213	9,323	- 1,890	- 16.9%
18	Barrhead Rd (A736)	Eastbound	10,491	10,057	- 434	- 4.1%
18	Barrhead Rd (A736)	Westbound	10,198	7,444	- 2,754	- 27.0%
19	Dukes Rd (B762) ¹	Northbound	3,704	3,684	- 20	- 0.5%
19	Dukes Rd (B762) ¹	Southbound	3,464	3,615	+ 151	+ 4.4%
20	Glasgow Rd (A749)	Northbound	8,877	14,102	+ 5,225	+ 58.9%
20	Glasgow Rd (A749)	Southbound	14,392	13,453	- 939	- 6.5%
21	Stewartfield Way	Eastbound	11,152	9,078	- 2,074	- 18.6%
21	Stewartfield Way	Westbound	12,072	9,813	- 2,259	- 18.7%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	5,719	6,117	+ 398	+ 7.0%
22	Glasgow and Edinburgh Rd (A8)	Westbound	5,182	5,422	+ 240	+ 4.6%

‡ Before opening flows from October 2010 unless otherwise noted.

¹ May 2011 used rather than October 2010.

² February 2011 used rather than October 2010. November 2011 used rather than October 2011.

³ June 2011 used rather than October 2010. September 2011 used rather than October 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.22 : AM interval before and after flows on local road network

Plan Id	Counter location	Direction	Before opening‡ (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St ¹	Westbound	3,500	2,541	- 959	- 27.4%
2	Cumberland St ¹	Eastbound	1,449	865	- 584	- 40.3%
2	Cumberland St ¹	Westbound	2,005	1,042	- 963	- 48.0%
3	Cathcart Rd (A728) ¹	Northbound	4,048	3,643	- 405	- 10.0%
3	Cathcart Rd (A728) ¹	Southbound	1,667	1,291	- 376	- 22.6%
4	Aikenhead Rd (A728) ¹	Northbound	1,925	1,676	- 249	- 12.9%
4	Aikenhead Rd (A728) ¹	Southbound	1,019	779	- 240	- 23.6%
5	Polmadie Rd (B763) sth of M74 C ¹	Northbound	1,268	3,281	+ 2,013	+ 158.8%
5	Polmadie Rd (B763) sth of M74 C ¹	Southbound	740	2,481	+ 1,741	+ 235.3%
6	Calder St (B763) west	Westbound	-	-	-	-
7	Calder St (B763) east ¹	Eastbound	700	757	+ 57	+ 8.1%
7	Calder St (B763) east ¹	Westbound	821	817	- 4	- 0.5%
8	Allison St west	Eastbound	-	-	-	-
9	Allison St east	Eastbound	-	-	-	-
10	Main St (B768), Rutherglen, west ¹	Eastbound	1,900	1,276	- 624	- 32.8%
10	Main St (B768), Rutherglen, west ¹	Westbound	1,760	1,069	- 691	- 39.3%
11	Main St (B768), Rutherglen, east	Eastbound	1,387	-	-	-
11	Main St (B768), Rutherglen, east	Westbound	1,681	-	-	-
12	Stonelaw Rd (A749) ²	Northbound	2,194	1,946	- 248	- 11.3%
12	Stonelaw Rd (A749) ²	Southbound	1,655	1,240	- 415	- 25.1%
13	Dalmarnock Rd (A749)	Northbound	2,674	1,949	- 725	- 27.1%
13	Dalmarnock Rd (A749)	Southbound	1,173	786	- 387	- 33.0%
14	Cambuslang Rd (A724) sth of M74 C	Northbound	-	-	-	-
14	Cambuslang Rd (A724) sth of M74 C	Southbound	-	-	-	-
15	Glasgow Rd (A724) ¹	Eastbound	1,354	1,224	- 130	- 9.6%
15	Glasgow Rd (A724) ¹	Westbound	1,777	1,677	- 100	- 5.6%
16	Shettleston Rd (A89) ³	Eastbound	606	534	- 72	- 11.9%
16	Shettleston Rd (A89) ³	Westbound	1,474	1,101	- 373	- 25.3%
17	Dumbreck Rd (B768)	Northbound	3,996	3,529	- 467	- 11.7%
17	Dumbreck Rd (B768)	Southbound	1,808	1,326	- 482	- 26.7%
18	Barrhead Rd (A736)	Eastbound	2,516	2,588	+ 72	+ 2.9%
18	Barrhead Rd (A736)	Westbound	1,696	1,277	- 419	- 24.7%
19	Dukes Rd (B762) ¹	Northbound	1,149	1,180	+ 31	+ 2.7%
19	Dukes Rd (B762) ¹	Southbound	543	531	- 12	- 2.2%
20	Glasgow Rd (A749)	Northbound	2,124	3,573	+ 1,449	+ 68.2%
20	Glasgow Rd (A749)	Southbound	2,957	2,696	- 261	- 8.8%
21	Stewartfield Way	Eastbound	2,589	2,245	- 344	- 13.3%
21	Stewartfield Way	Westbound	3,053	2,366	- 687	- 22.5%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,240	1,390	+ 150	+ 12.1%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,332	1,258	- 74	- 5.6%

‡ Before opening flows from October 2010 unless otherwise noted.

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³ June 2011 used rather than October 2010. September 2011 used rather than October 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.23 : Inter-peak before and after flows on local road network

Plan Id	Counter location	Direction	Before opening‡ (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St ¹	Westbound	4,709	3,700	- 1,009	- 21.4%
2	Cumberland St ¹	Eastbound	3,104	2,041	- 1,063	- 34.2%
2	Cumberland St ¹	Westbound	2,247	1,331	- 916	- 40.8%
3	Cathcart Rd (A728) ¹	Northbound	5,337	4,426	- 911	- 17.1%
3	Cathcart Rd (A728) ¹	Southbound	4,108	3,485	- 623	- 15.2%
4	Aikenhead Rd (A728) ¹	Northbound	2,557	1,941	- 616	- 24.1%
4	Aikenhead Rd (A728) ¹	Southbound	2,682	2,161	- 521	- 19.4%
5	Polmadie Rd (B763) sth of M74C ¹	Northbound	1,793	3,928	+ 2,135	+ 119.1%
5	Polmadie Rd (B763) sth of M74C ¹	Southbound	1,671	4,050	+ 2,379	+ 142.4%
6	Calder St (B763) west	Westbound	-	-	-	-
7	Calder St (B763) east ¹	Eastbound	1,278	1,268	- 10	- 0.8%
7	Calder St (B763) east ¹	Westbound	1,796	1,745	- 51	- 2.8%
8	Allison St west	Eastbound	-	-	-	-
9	Allison St east	Eastbound	-	-	-	-
10	Main St (B768), Rutherglen, west ¹	Eastbound	3,538	2,745	- 793	- 22.4%
10	Main St (B768), Rutherglen, west ¹	Westbound	3,095	2,386	- 709	- 22.9%
11	Main St (B768), Rutherglen, east	Eastbound	2,409	-	-	-
11	Main St (B768), Rutherglen, east	Westbound	2,413	-	-	-
12	Stonelaw Rd (A749) ²	Northbound	2,940	2,686	- 254	- 8.6%
12	Stonelaw Rd (A749) ²	Southbound	3,226	2,987	- 239	- 7.4%
13	Dalmarnock Rd (A749)	Northbound	3,218	2,532	- 686	- 21.3%
13	Dalmarnock Rd (A749)	Southbound	3,345	2,442	- 903	- 27.0%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	-
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	-
15	Glasgow Rd (A724) ¹	Eastbound	2,678	2,542	- 136	- 5.1%
15	Glasgow Rd (A724) ¹	Westbound	3,037	2,990	- 47	- 1.5%
16	Shettleston Rd (A89) ³	Eastbound	2,494	2,317	- 177	- 7.1%
16	Shettleston Rd (A89) ³	Westbound	2,254	2,086	- 168	- 7.5%
17	Dumbreck Rd (B768)	Northbound	5,585	4,882	- 703	- 12.6%
17	Dumbreck Rd (B768)	Southbound	3,808	3,124	- 684	- 18.0%
18	Barrhead Rd (A736)	Eastbound	3,478	3,296	- 182	- 5.2%
18	Barrhead Rd (A736)	Westbound	3,285	2,503	- 782	- 23.8%
19	Dukes Rd (B762) ¹	Northbound	1,137	1,135	- 2	- 0.2%
19	Dukes Rd (B762) ¹	Southbound	1,153	1,138	- 15	- 1.3%
20	Glasgow Rd (A749)	Northbound	2,972	4,633	+ 1,661	+ 55.9%
20	Glasgow Rd (A749)	Southbound	4,973	4,717	- 256	- 5.1%
21	Stewartfield Way	Eastbound	3,742	3,076	- 666	- 17.8%
21	Stewartfield Way	Westbound	3,803	3,104	- 699	- 18.4%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,920	1,991	+ 71	+ 3.7%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,661	1,746	+ 85	+ 5.1%

‡ Before opening flows from October 2010 unless otherwise noted.

¹ May 2011 used rather than October 2010.

² February 2011 used rather than October 2010. November 2011 used rather than October 2011.

³ June 2011 used rather than October 2010. September 2011 used rather than October 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.24 : PM interval before and after flows on local road network

Plan Id	Counter location	Direction	Before opening‡ (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St ¹	Westbound	2,893	2,268	- 625	- 21.6%
2	Cumberland St ¹	Eastbound	2,027	1,291	- 736	- 36.3%
2	Cumberland St ¹	Westbound	1,388	734	- 654	- 47.1%
3	Cathcart Rd (A728) ¹	Northbound	2,878	2,324	- 554	- 19.2%
3	Cathcart Rd (A728) ¹	Southbound	2,911	2,471	- 440	- 15.1%
4	Aikenhead Rd (A728) ¹	Northbound	1,374	996	- 378	- 27.5%
4	Aikenhead Rd (A728) ¹	Southbound	1,903	1,386	- 517	- 27.2%
5	Polmadie Rd (B763) sth of M74C ¹	Northbound	762	2,422	+ 1,660	+ 217.8%
5	Polmadie Rd (B763) sth of M74C ¹	Southbound	1,416	3,782	+ 2,366	+ 167.1%
6	Calder St (B763) west	Westbound	-	-	-	-
7	Calder St (B763) east ¹	Eastbound	664	642	- 22	- 3.3%
7	Calder St (B763) east ¹	Westbound	1,051	1,159	+ 108	+ 10.3%
8	Allison St west	Eastbound	-	-	-	-
9	Allison St east	Eastbound	-	-	-	-
10	Main St (B768), Rutherglen, west ¹	Eastbound	1,983	1,470	- 513	- 25.9%
10	Main St (B768), Rutherglen, west ¹	Westbound	1,871	1,317	- 554	- 29.6%
11	Main St (B768), Rutherglen, east	Eastbound	1,637	-	-	-
11	Main St (B768), Rutherglen, east	Westbound	1,617	-	-	-
12	Stonelaw Rd (A749) ²	Northbound	1,634	1,388	- 246	- 15.1%
12	Stonelaw Rd (A749) ²	Southbound	2,606	2,203	- 403	- 15.5%
13	Dalmarnock Rd (A749)	Northbound	1,613	1,185	- 428	- 26.5%
13	Dalmarnock Rd (A749)	Southbound	2,546	1,842	- 704	- 27.7%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	-
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	-
15	Glasgow Rd (A724) ¹	Eastbound	1,725	1,670	- 55	- 3.2%
15	Glasgow Rd (A724) ¹	Westbound	1,837	1,724	- 113	- 6.2%
16	Shettleston Rd (A89) ³	Eastbound	1,396	1,261	- 135	- 9.7%
16	Shettleston Rd (A89) ³	Westbound	972	897	- 75	- 7.7%
17	Dumbreck Rd (B768)	Northbound	2,933	2,531	- 402	- 13.7%
17	Dumbreck Rd (B768)	Southbound	3,307	3,009	- 298	- 9.0%
18	Barrhead Rd (A736)	Eastbound	2,301	2,175	- 126	- 5.5%
18	Barrhead Rd (A736)	Westbound	2,801	1,887	- 914	- 32.6%
19	Dukes Rd (B762) ¹	Northbound	801	720	- 81	- 10.1%
19	Dukes Rd (B762) ¹	Southbound	1,150	1,208	+ 58	+ 5.0%
20	Glasgow Rd (A749)	Northbound	2,099	3,348	+ 1,249	+ 59.5%
20	Glasgow Rd (A749)	Southbound	3,899	3,795	- 104	- 2.7%
21	Stewartfield Way	Eastbound	2,854	2,301	- 553	- 19.4%
21	Stewartfield Way	Westbound	3,453	2,879	- 574	- 16.6%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,392	1,451	+ 59	+ 4.2%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,285	1,469	+ 184	+ 14.3%

‡ Before opening flows from October 2010 unless otherwise noted.

¹ May 2011 used rather than October 2010.

² February 2011 used rather than October 2010. November 2011 used rather than October 2011.

³ June 2011 used rather than October 2010. September 2011 used rather than October 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.25 : 24hr east-west screenline traffic flows

Plan Id	Counter location on screenline	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	76557	70502	- 6,055	- 7.9%
b	Cumbemauld Road (A8) ¹	9019	10319	+ 1,300	+ 14.4%
c	Duke Street ¹	7542	8882	+ 1,340	+ 17.8%
d	Gallowgate (A89)	10233	-	-	-
e	London Road (A74)*	9891	-	-	-
f	Dalmarnock Road (A749)*	9062	6728	- 2,334	- 25.8%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	0	34895	+ 34,895	n/a
h	Main Street (B768), Rutherglen ³	8832	6110	- 2,722	- 30.8%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759)	-	-	-	-
k	Glasgow Southern Orbital (A727) ³	13619	12733	- 886	- 6.5%
l-1	A726	15583	12157	- 3,426	- 22.0%
m	Eaglesham Road (B764) ²	1962	1866	- 96	- 4.9%
Total for Westbound crossing direction§		142,176	164,192	+ 22,016	+ 15.5%
a-2	M8 J14 to J13	84177	73873	- 10,304	- 12.2%
b	Cumbemauld Road (A8) ¹	7740	8451	+ 711	+ 9.2%
c	Duke Street ¹	12862	8054	- 4,808	- 37.4%
d	Gallowgate (A89)	4195	-	-	-
e	London Road (A74)*	9799	-	-	-
f	Dalmarnock Road (A749)*	8807	6158	- 2,649	- 30.1%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	0	32676	+ 32,676	n/a
h	Main Street (B768), Rutherglen ³	9787	7101	- 2,686	- 27.4%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759) ³	2135	1850	- 285	- 13.3%
k	Glasgow Southern Orbital (A727) ³	12760	11383	- 1,377	- 10.8%
l-2	A726	16030	13103	- 2,927	- 18.3%
m	Eaglesham Road (B764) ⁴	2066	2005	- 61	- 3.0%
Total for Eastbound crossing direction§		156,364	164,654	+ 8,290	+ 5.3%

* An adjacent counter has been used in place of a counter at the screenline where data are not available.

§ The crossing direction totals omit months where data from both before and after are not available.

¹ September 2011 used as no data available for October 2011

² November 2010 v September 2011 as October data in either year

³ May 2011 used in place of October 2010

⁴ September 2010 used in Place of October 2010

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.26 : AM interval east-west screenline traffic flows

Plan Id	Counter location on screenline	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	17034	18144	+ 1,110	+ 6.5%
b	Cumbernauld Road (A8) ¹	2001	2343	+ 342	+ 17.1%
c	Duke Street ¹	1543	1171	- 372	- 24.1%
d	Gallowgate (A89)	2675	-	-	-
e	London Road (A74)*	2841	-	-	-
f	Dalmarnock Road (A749)*	2674	1949	- 725	- 27.1%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	0	10787	+ 10,787	n/a
h	Main Street (B768), Rutherglen ³	1760	1069	- 691	- 39.3%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759)	-	-	-	-
k	Glasgow Southern Orbital (A727) ³	3404	3308	- 96	- 2.8%
l-1	A726	3732	2732	- 1,000	- 26.8%
m	Eaglesham Road (B764) ²	320	310	- 10	- 3.1%
Total for Westbound crossing direction§		32,468	41,813	+ 9,345	+ 28.8%
a-2	M8 J14 to J13	14437	13020	- 1,417	- 9.8%
b	Cumbernauld Road (A8) ¹	1140	1262	+ 122	+ 10.7%
c	Duke Street ¹	1977	1128	- 849	- 42.9%
d	Gallowgate (A89)	594	-	-	-
e	London Road (A74)*	1437	-	-	-
f	Dalmarnock Road (A749)*	1173	786	- 387	- 33.0%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	0	6795	+ 6,795	n/a
h	Main Street (B768), Rutherglen ³	1900	1276	- 624	- 32.8%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759) ³	617	582	- 35	- 5.7%
k	Glasgow Southern Orbital (A727) ³	2890	2538	- 352	- 12.2%
l-2	A726	4434	3898	- 536	- 12.1%
m	Eaglesham Road (B764) ⁴	561	546	- 15	- 2.7%
Total for Eastbound crossing direction§		29,129	31,831	+ 2,702	+ 9.3%

* An adjacent counter has been used in place of a counter at the screenline where data are not available.

§ The crossing direction totals omit months where data from both before and after are not available.

¹ September 2011 used as no data available for October 2011

² November 2010 v September 2011 as October data in either year

³ May 2011 used in place of October 2010

⁴ September 2010 used in Place of October 2010

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.27 : Inter-peak east-west screenline traffic flows

Plan Id	Counter location on screenline	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	28684	25262	- 3,422	- 11.9%
b	Cumbernauld Road (A8) ¹	2833	3806	+ 973	+ 34.3%
c	Duke Street ¹	2761	2546	- 215	- 7.8%
d	Gallowgate (A89)	3929	-	-	-
e	London Road (A74)*	3414	-	-	-
f	Dalmarnock Road (A749)*	3218	2532	- 686	- 21.3%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	0	9891	+ 9,891	n/a
h	Main Street (B768), Rutherglen ³	3095	2386	- 709	- 22.9%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759)	-	-	-	-
k	Glasgow Southern Orbital (A727) ³	4262	3921	- 341	- 8.0%
l-1	A726	4545	3783	- 762	- 16.8%
m	Eaglesham Road (B764) ²	719	663	- 56	- 7.8%
Total for Westbound crossing direction§		50,117	54,790	+ 4,673	+ 9.3%
a-2	M8 J14 to J13	30279	26205	- 4,074	- 13.5%
b	Cumbernauld Road (A8) ¹	2859	3171	+ 312	+ 10.9%
c	Duke Street ¹	5088	3240	- 1,848	- 36.3%
d	Gallowgate (A89)	1610	-	-	-
e	London Road (A74)*	3732	-	-	-
f	Dalmarnock Road (A749)*	3345	2442	- 903	- 27.0%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	-	9912	+ 9,912	n/a
h	Main Street (B768), Rutherglen ³	3538	2745	- 793	- 22.4%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759) ³	644	586	- 58	- 9.0%
k	Glasgow Southern Orbital (A727) ³	4173	3766	- 407	- 9.8%
l-2	A726	4636	4040	- 596	- 12.9%
m	Eaglesham Road (B764) ⁴	723	721	- 2	- 0.3%
Total for Eastbound crossing direction§		55,285	56,828	+ 1,543	+ 2.8%

* An adjacent counter has been used in place of a counter at the screenline where data are not available.

§ The crossing direction totals omit months where data from both before and after are not available.

¹ September 2011 used as no data available for October 2011

² November 2010 v September 2011 as October data in either year

³ May 2011 used in place of October 2010

⁴ September 2010 used in Place of October 2010

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

Table A.28 : PM interval east-west screenline traffic flows

Plan Id	Counter location on screenline	October 2010 (vehicles)	October 2011 (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	12347	12733	+ 386	+ 3.1%
b	Cumbernauld Road (A8) ¹	1657	2111	+ 454	+ 27.4%
c	Duke Street ¹	1440	1458	+ 18	+ 1.3%
d	Gallowgate (A89)	1898	-	-	-
e	London Road (A74)*	2072	-	-	-
f	Dalmarnock Road (A749)*	1613	1185	- 428	- 26.5%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	0	8522	+ 8,522	n/a
h	Main Street (B768), Rutherglen ³	1871	1317	- 554	- 29.6%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759)	-	-	-	-
k	Glasgow Southern Orbital (A727) ³	3497	3159	- 338	- 9.7%
l-1	A726	4773	3870	- 903	- 18.9%
m	Eaglesham Road (B764) ²	663	624	- 39	- 5.9%
Total for Westbound crossing direction§		27,861	34,979	+ 7,118	+ 25.5%
a-2	M8 J14 to J13	19664	17938	- 1,726	- 8.8%
b	Cumbernauld Road (A8) ¹	2054	2222	+ 168	+ 8.2%
c	Duke Street ¹	3242	1960	- 1,282	- 39.5%
d	Gallowgate (A89)	974	-	-	-
e	London Road (A74)*	2904	-	-	-
f	Dalmarnock Road (A749)*	2546	1842	- 704	- 27.7%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	0	9954	+ 9,954	n/a
h	Main Street (B768), Rutherglen ³	1983	1470	- 513	- 25.9%
i	Blairbeth Road (A730)	-	-	-	-
j	Cathkin Road (B759) ³	543	376	- 167	- 30.8%
k	Glasgow Southern Orbital (A727) ³	3128	2833	- 295	- 9.4%
l-2	A726	4296	3303	- 993	- 23.1%
m	Eaglesham Road (B764) ⁴	473	456	- 17	- 3.6%
Total for Eastbound crossing direction§		37,929	42,354	+ 4,425	+ 11.7%

* An adjacent counter has been used in place of a counter at the screenline where data are not available.

§ The crossing direction totals omit months where data from both before and after are not available.

¹ September 2011 used as no data available for October 2011

² November 2010 v September 2011 as October data in either year

³ May 2011 used in place of October 2010

⁴ September 2010 used in Place of October 2010

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference.

B STRATEGIC NETWORK SCHEMATICS

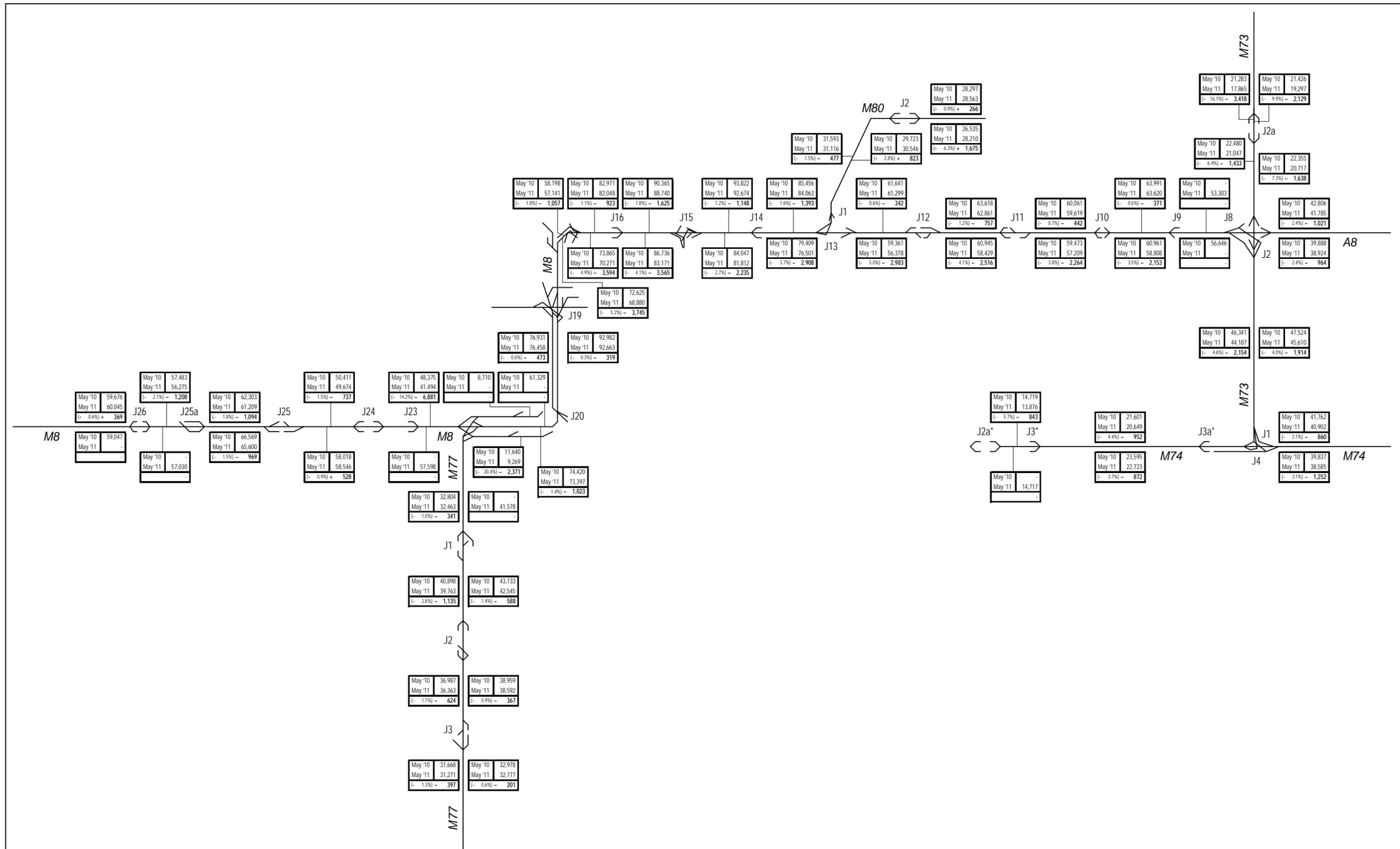
B.1 Background changes to traffic flows

Figures B.1 – B.4 present schematics of the strategic network around Glasgow that show comparisons between May 2010 and May 2011 flows. The comparisons in these figures were presented in tables in Appendix A.

In addition to the 24hr total (Figure B.1), like the tables, the periods reported on are:

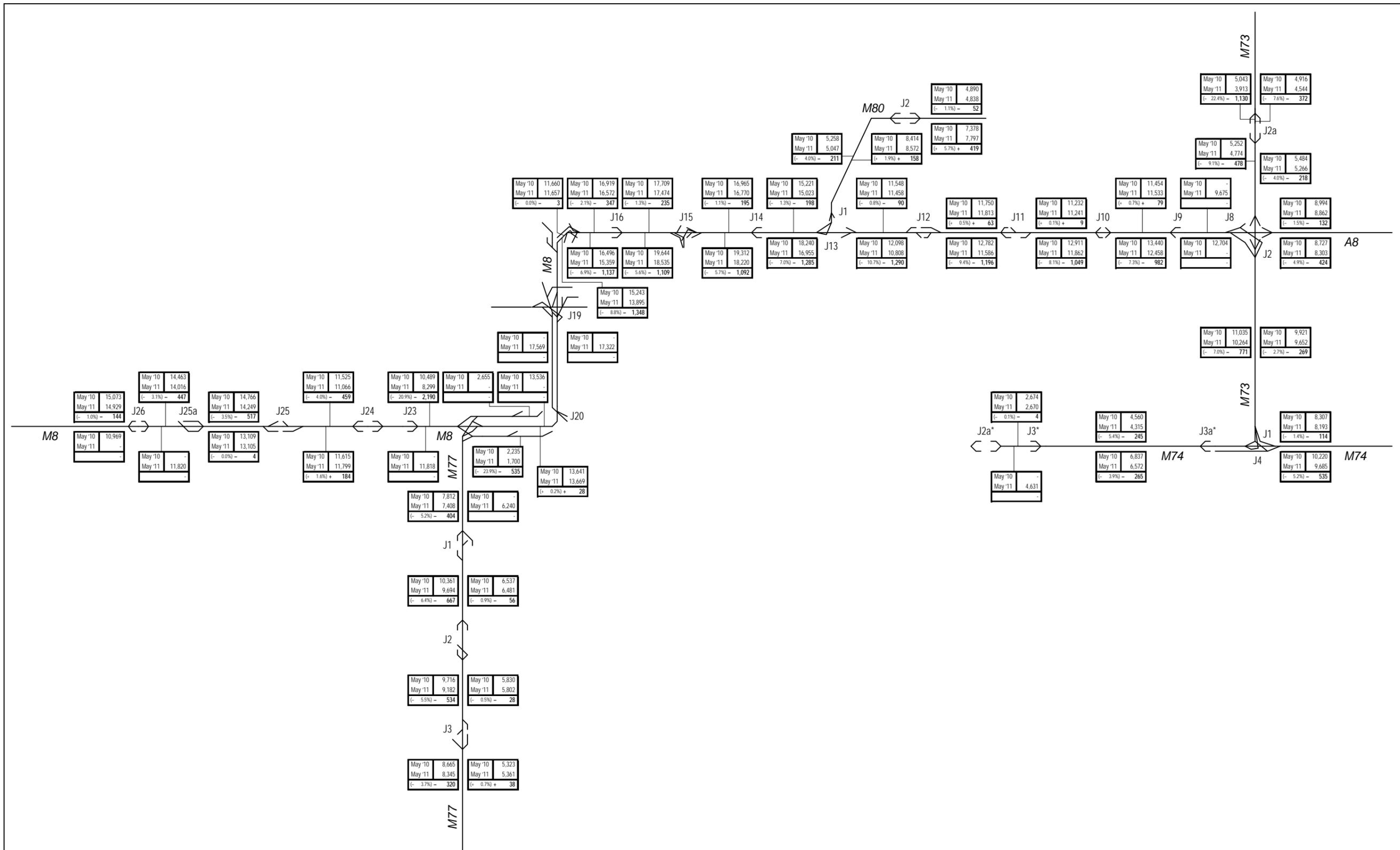
- AM interval 07:00 – 10:00 (Figure B.2)
- Inter-peak interval 10:00 – 16:00 (Figure B.3)
- PM interval 16:00 – 19:00 (Figure B.4)





* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.1 : 24hr May 2010 versus May2011 flows on strategic network



* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.2 : AM interval May 2010 versus May2011 flows on strategic network

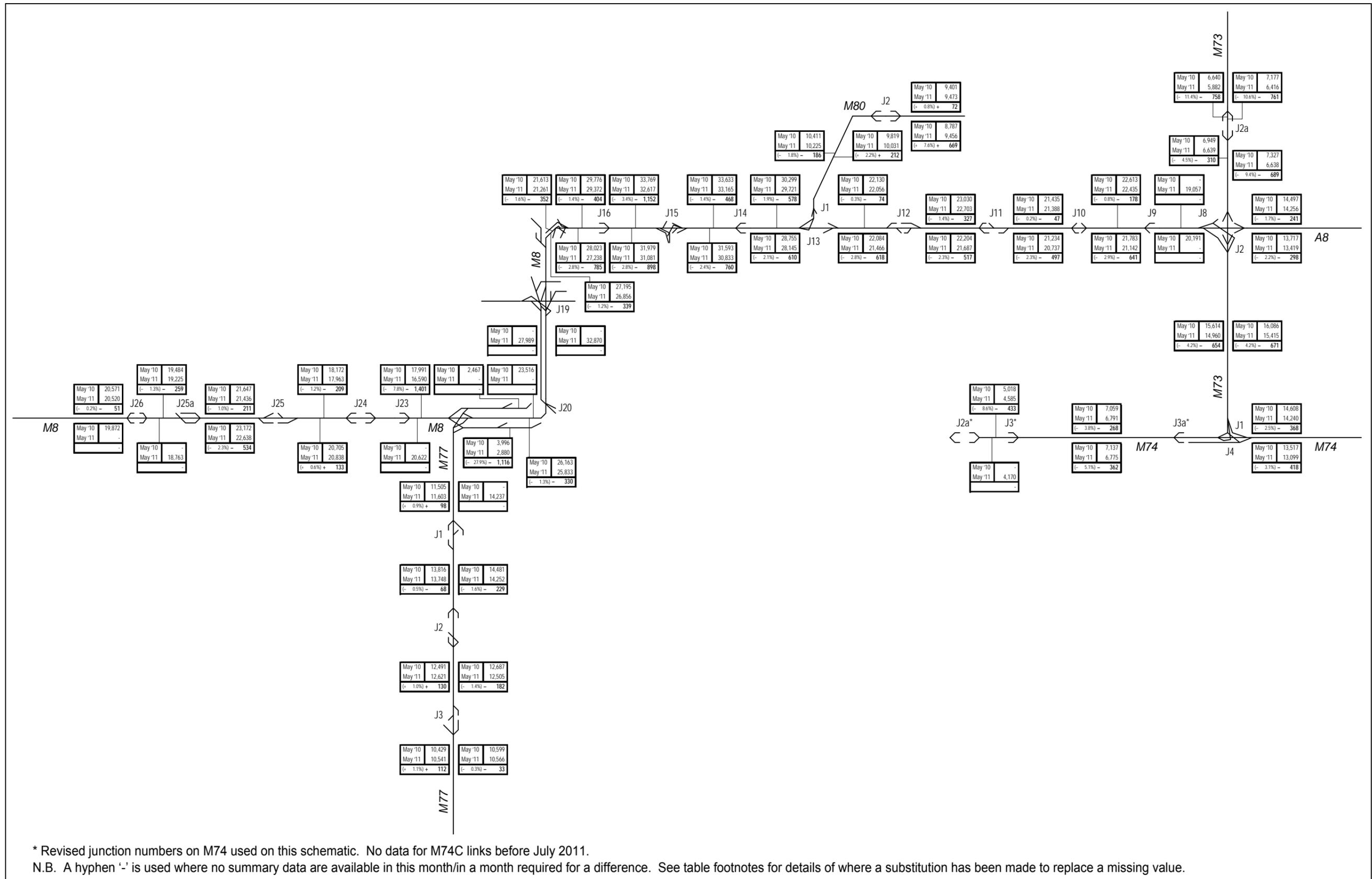
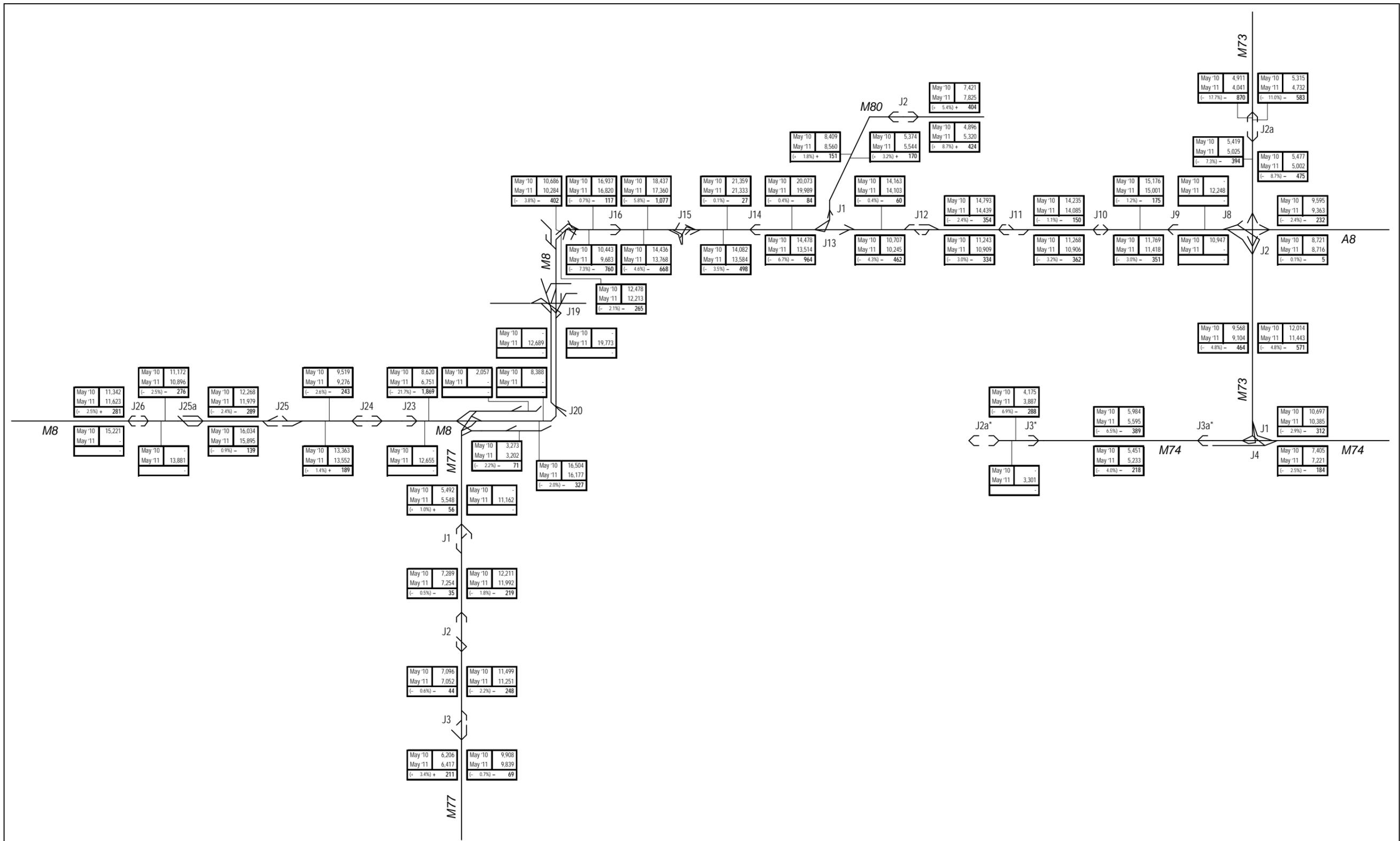


Figure B.3 : Inter-peak interval May 2010 versus May2011 flows on strategic network



* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.

N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.4 : PM interval May 2010 versus May2011 flows on strategic network

B.2 Before and after M74 Completion scheme opening

Figures B.5 – B.8 present schematics of the strategic network around Glasgow that show comparisons between before and after opening flows. The comparisons in these figures were presented in tables in Appendix A, Tables A.13 – A.20.

In addition to the 24hr total (Figure B.5), like the tables, the periods reported on are:

- AM interval 07:00 – 10:00 (Figure B6)
- Inter-peak interval 10:00 – 16:00 (Figure B.7)
- PM interval 16:00 – 19:00 (Figure B.8)

Moreover, Figures B.9 – B.11 present bandwidths on schematics the road network that present observed flow changes between trunk road junctions/at surface street ATC sites, etc.



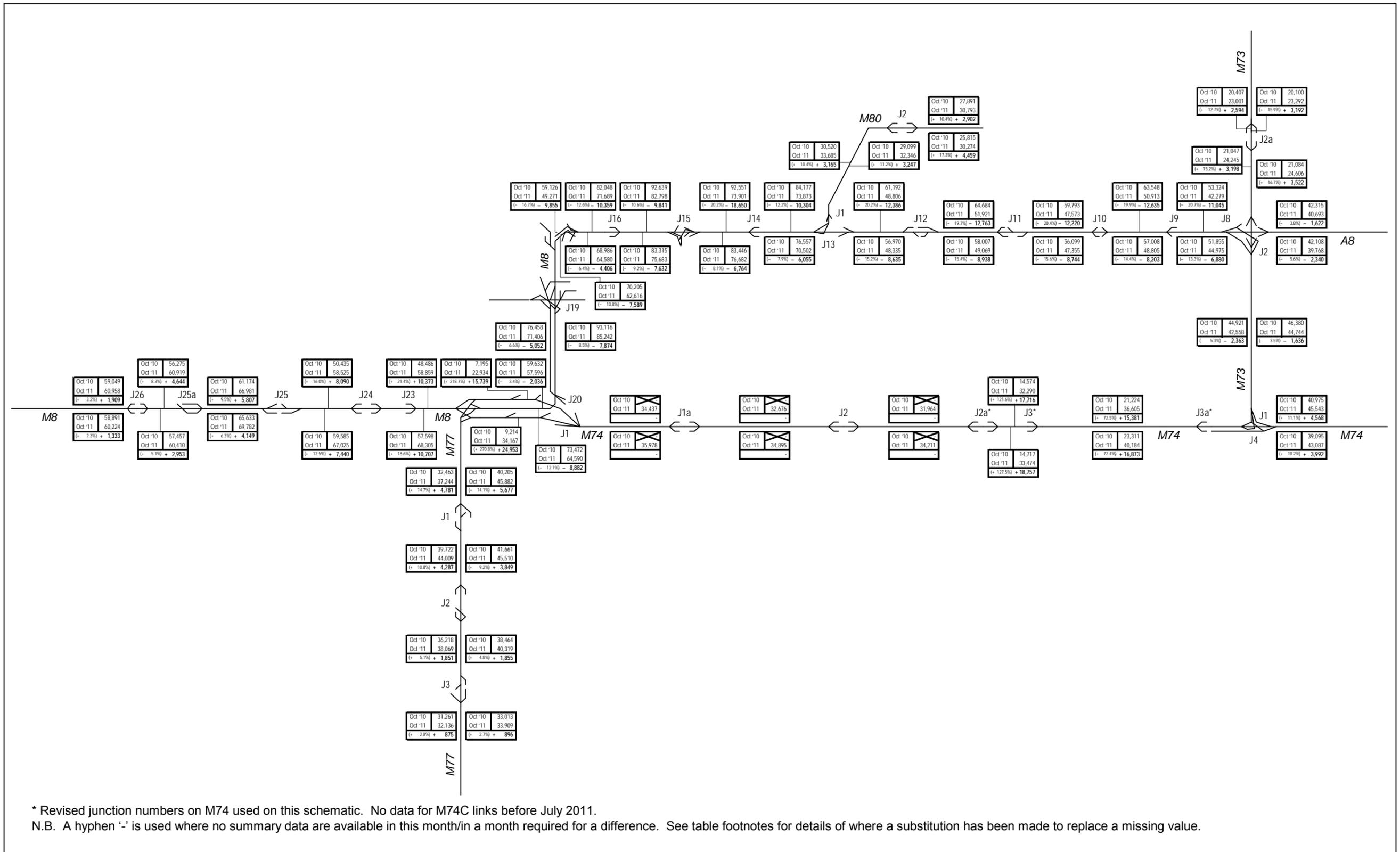
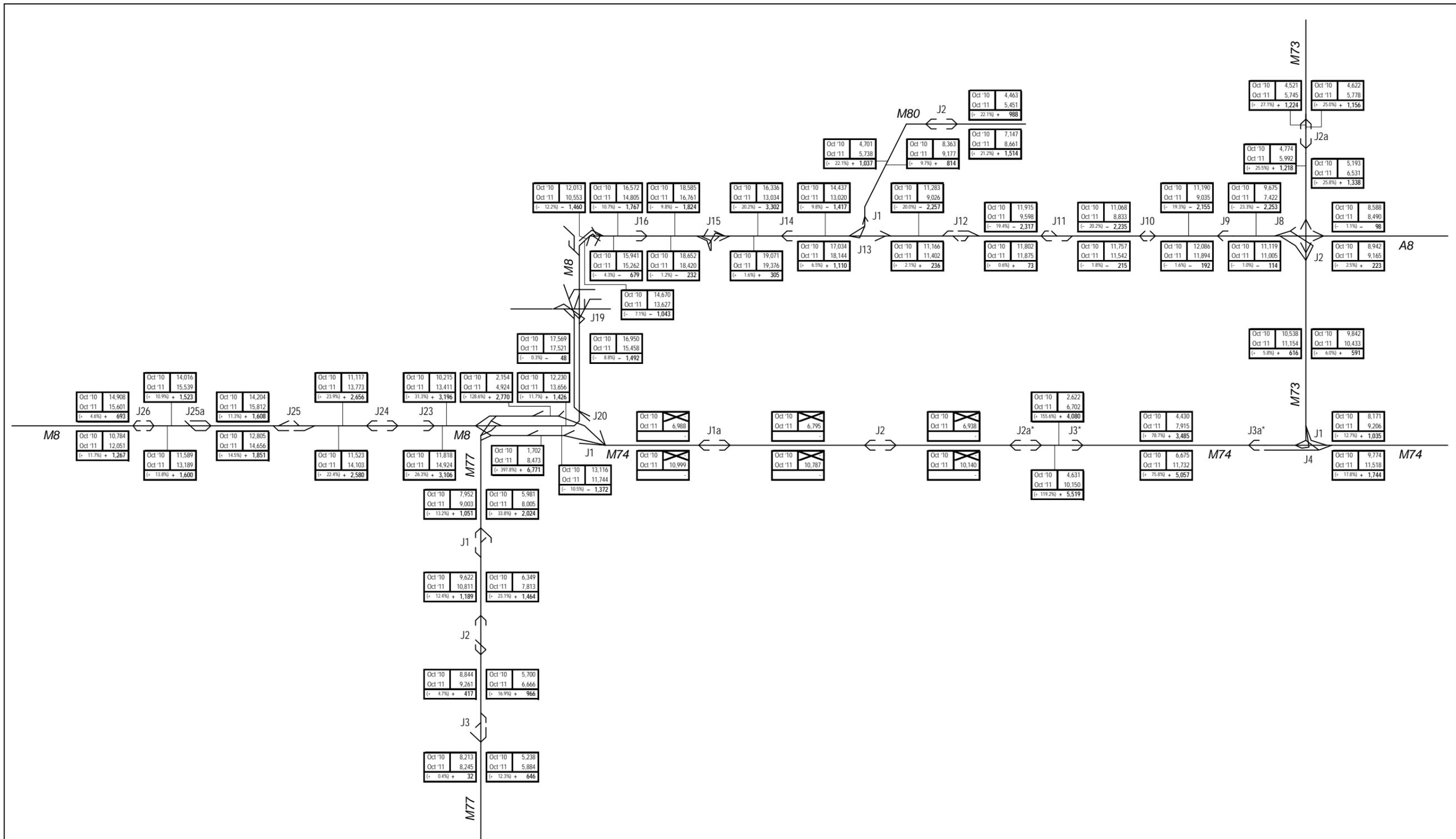
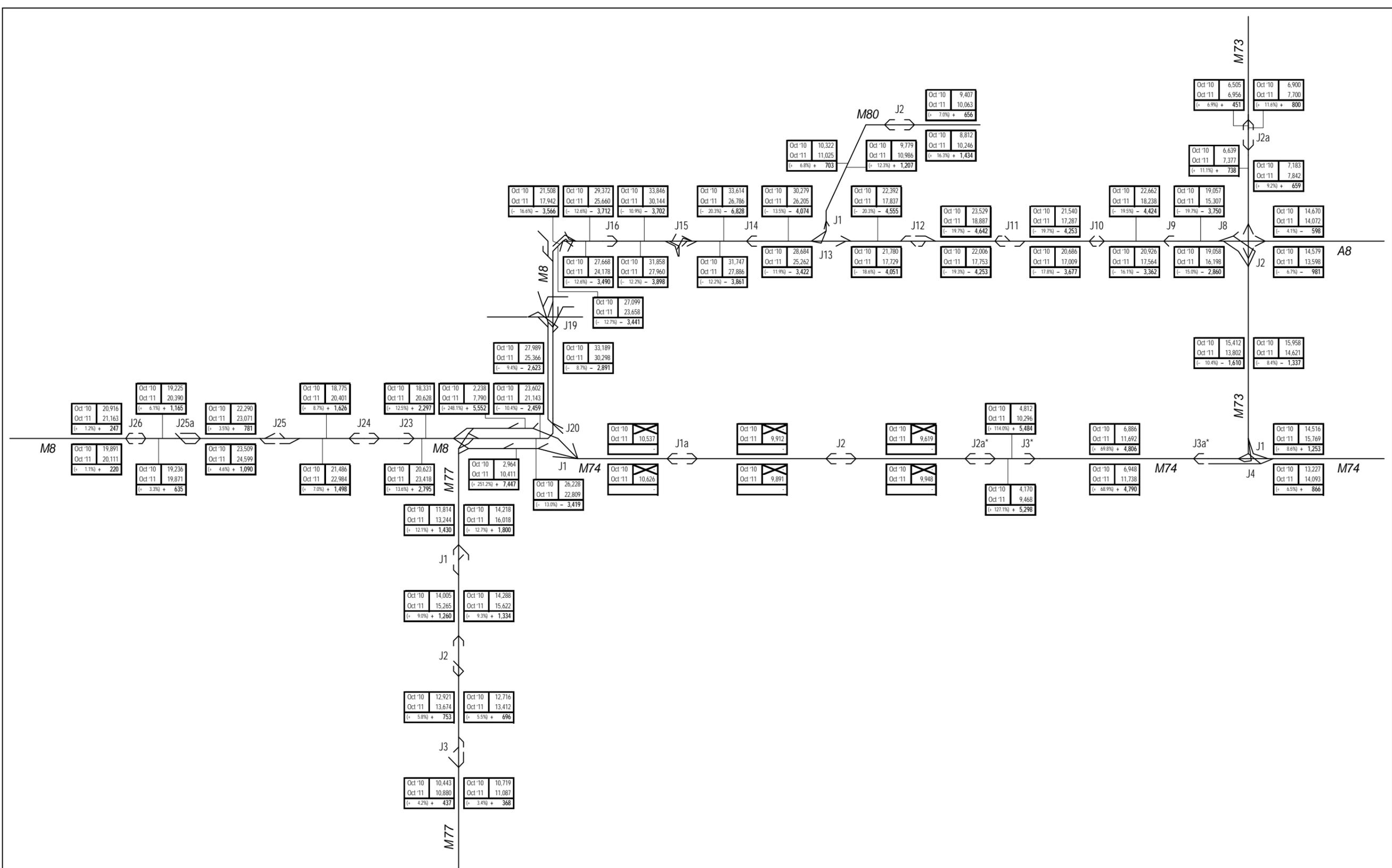


Figure B.5 : 24hr before and after flows on strategic network



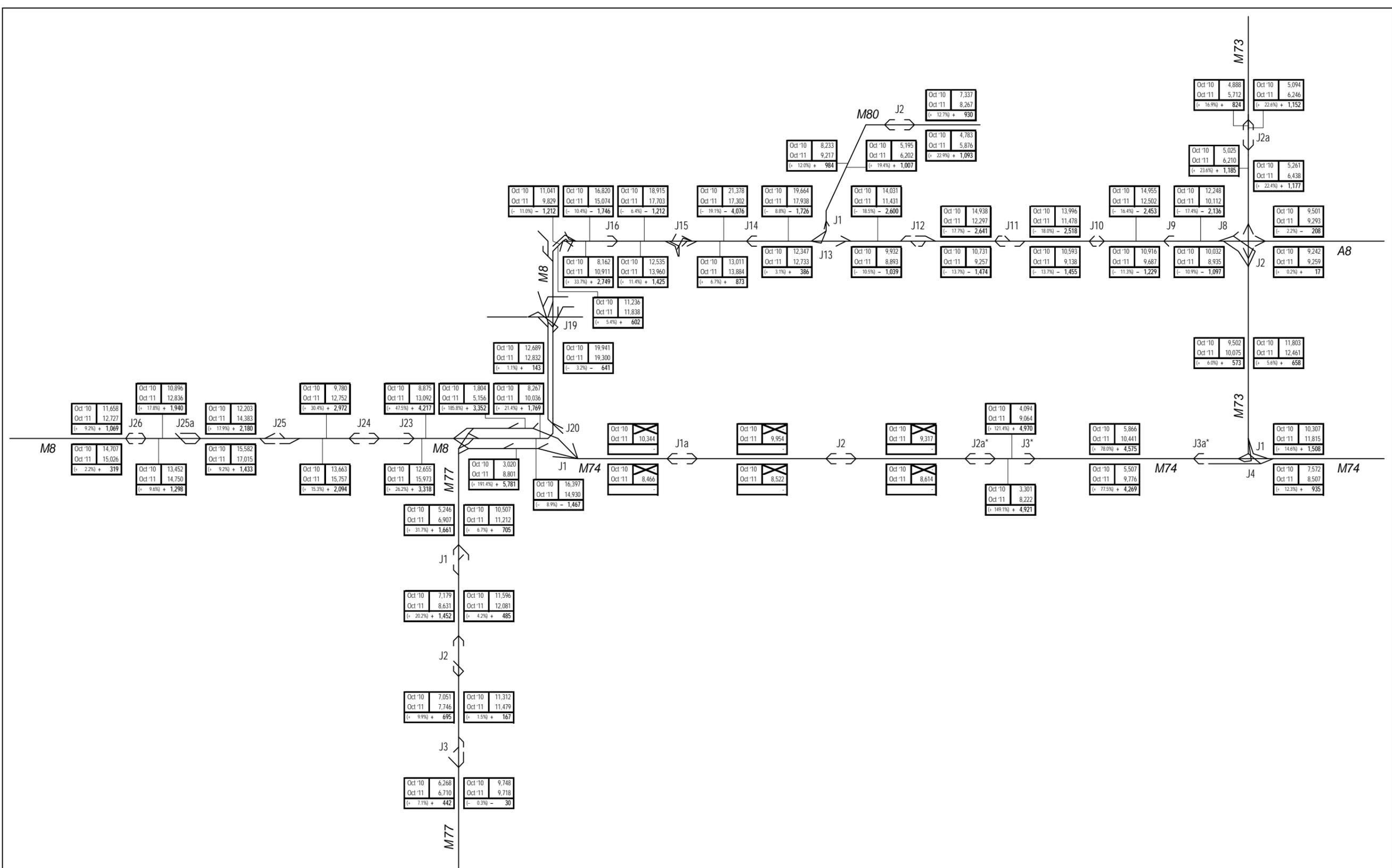
* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.6 : AM Interval (07:00-10:00) before and after flows on strategic network



* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.7 : Inter-peak Interval (10:00-16:00) before and after flows on strategic network



* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

Figure B.8 : PM Interval (16:00-19:00) before and after flows on strategic network

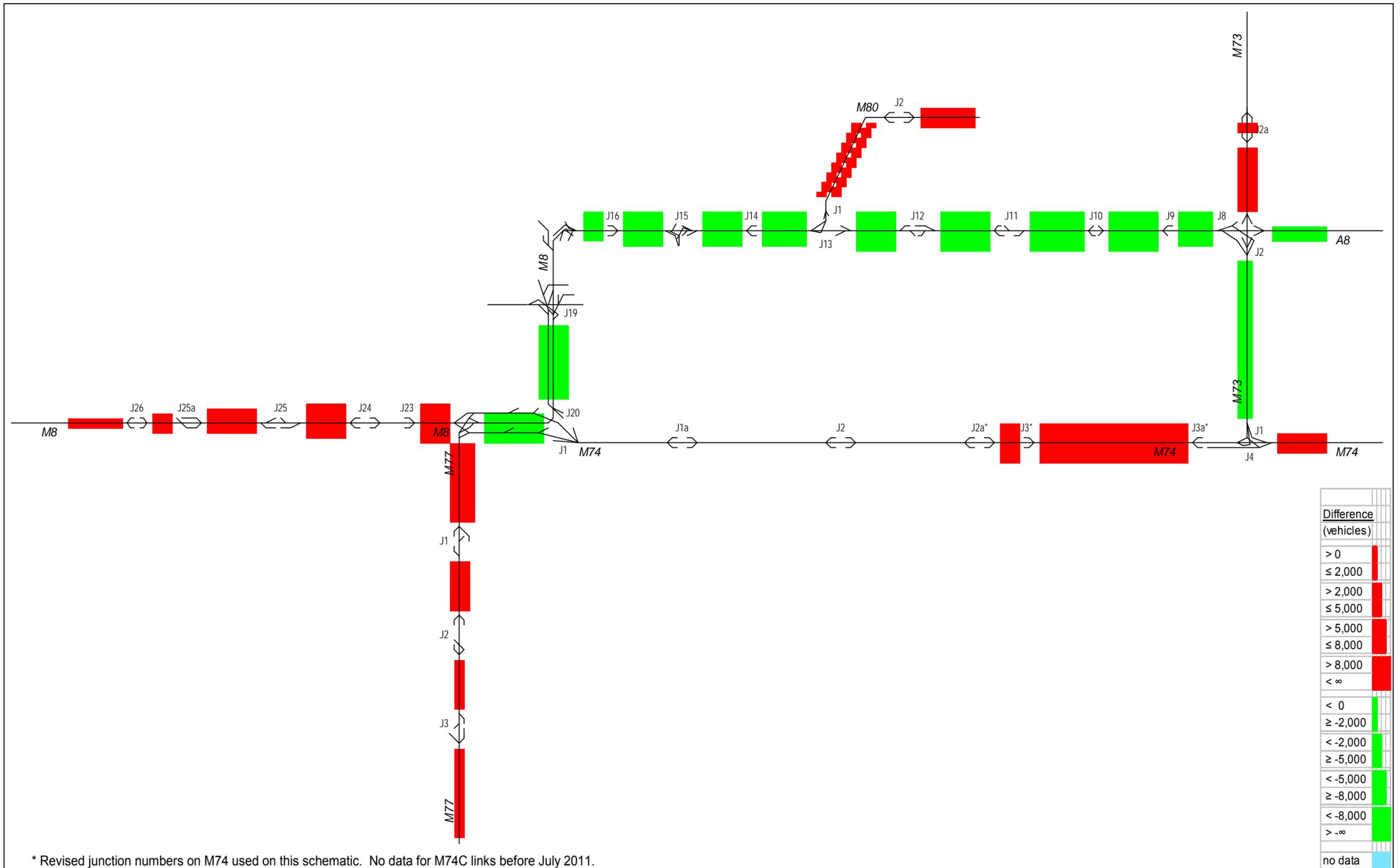


Figure B.9 : 24hr before versus after flow differences on the strategic network

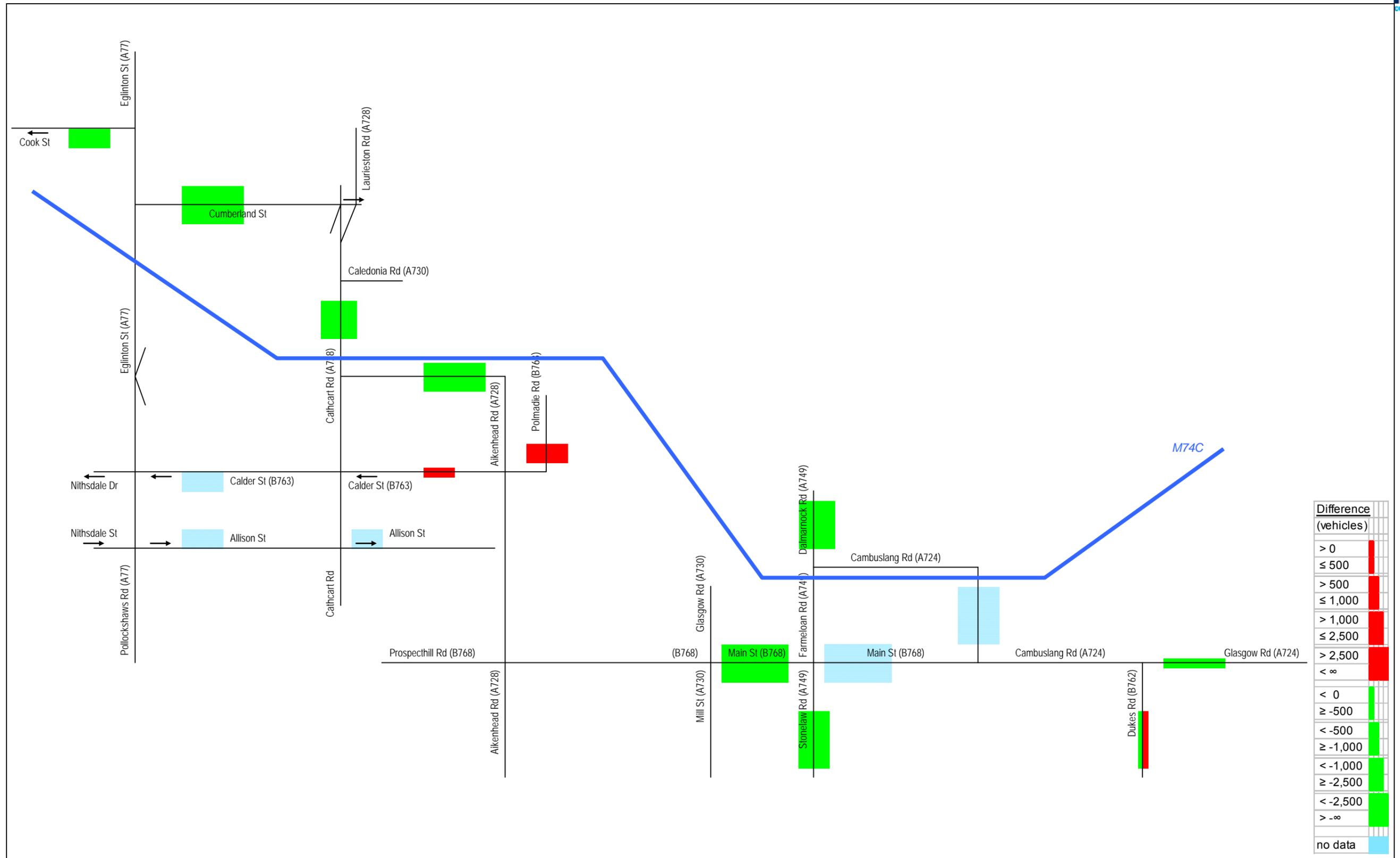


Figure B.10 : 24hr before versus after flow differences on the local road network

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیو کیسٹ پر اور بڑے حروف کی چھپائی میں اور کیوٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتے پر رابطہ کریں:

এই ডকুমেন্ট-এর (মলিন) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়িক লোক ভাষায় অনুরোধের মাধ্যমে পাওয়া যাবে, অনুগ্রহ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànan coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्यूनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਅੱਡਿਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

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