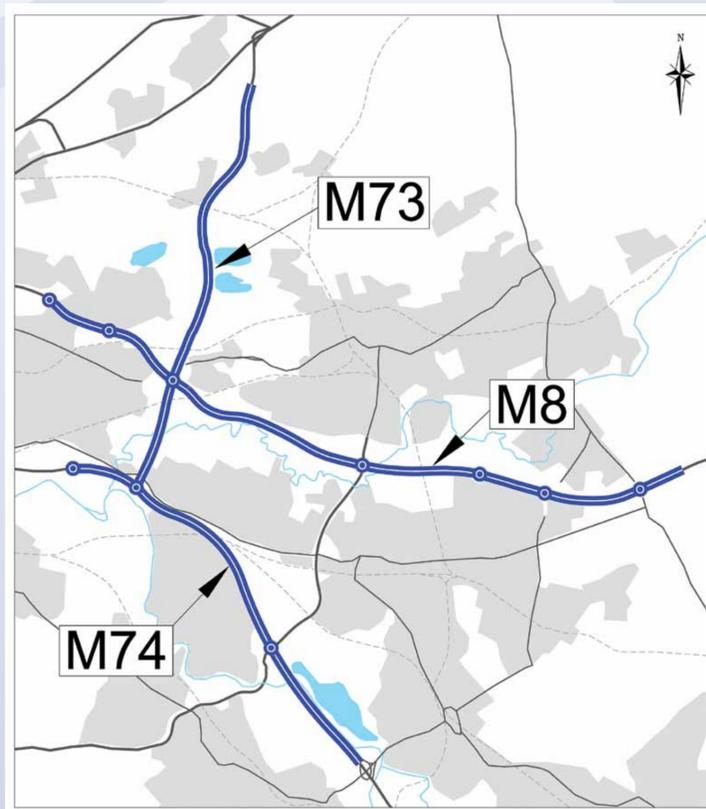


# Welcome

This major transport infrastructure project will complete and upgrade the M8 and key sections of the M73 and M74 to finalise the motorway network in Central Scotland.

The M8 is the busiest motorway in Scotland and among the most heavily used in the UK. It was constructed in stages from the mid 1960s and the seven mile section of the existing A8 between



Baillieston and Newhouse is the final link between Scotland's two largest cities which remains to be upgraded to full motorway standard.

This project will boost Scotland's economy by improving connections between the commercial centres of Glasgow and Edinburgh and beyond.

The M8 M73 M74 Motorway Improvements project includes the:

- **construction of a new motorway between Baillieston and Newhouse to complete the M8**
- **upgrade of the existing M8 motorway between Easterhouse and Baillieston**
- **upgrade of the M73 between Baillieston and Maryville that links the M8 and the M74**
- **upgrade of the M74 motorway between Daldowie and Hamilton**
- **major improvement of the Raith Junction, which connects the M74 with the A725**
- **construction of a new A8 all-purpose road between Baillieston and Newhouse, incorporating upgraded parts of the existing A8.**



# Purpose of this exhibition

Transport Scotland is committed to keeping local communities and road users informed of forthcoming projects to improve and maintain Scotland's transport infrastructure.

This exhibition is to keep you up to date with the latest developments and give you an indication of what the finished road network will look like along the route of the **M8 M73 M74 Motorway Improvements**.

Each of the project's three schemes have been brought to the local communities previously, with a series of exhibitions held during the development stages in 2006 to 2008 to consult on the plans for undertaking these improvements.

The project is now in its final stages prior to construction and work is expected to get underway before the end of the year.

In the meantime, it is likely that work on the project will become more noticeable with some early work on the site taking place in preparation for the more major construction activities to follow.

This exhibition provides information on the background and benefits of the project, what the construction will mean to local communities and road users.



# Why the project is necessary



The A8 trunk road between Baillieston and Newhouse is subject to high volumes of traffic and this can lead to significant congestion.

This is especially true on the section of the A8 around Shawhead, and on the A725 in this location, where the volume of traffic regularly approaches capacity during both peak periods.

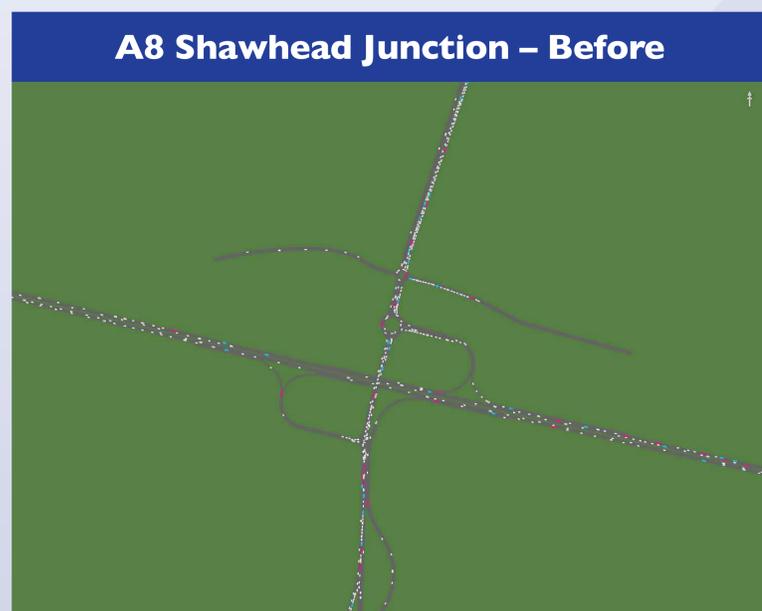
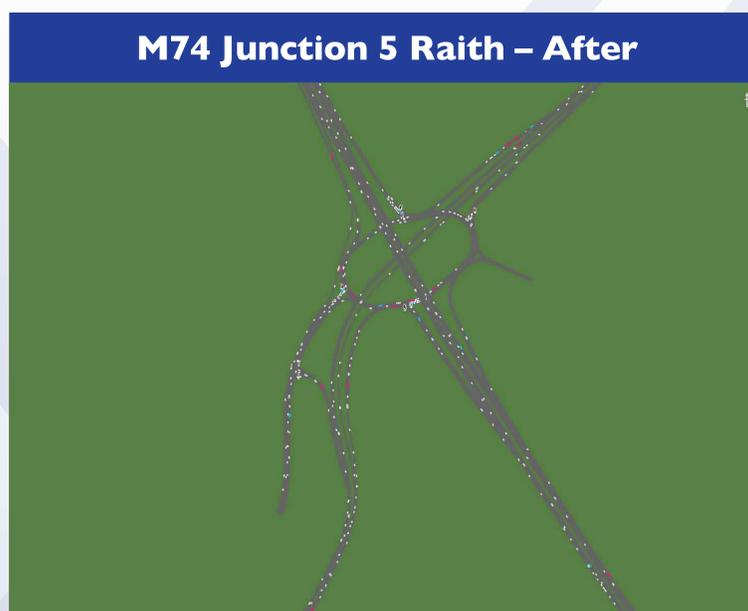
If nothing is done and traffic continues to grow, traffic modelling indicates that congestion on the A8 corridor will increase with the traffic flows during off-peak periods tending towards the current peak levels in the coming years.

This will cause significant delay throughout the day, rendering journey time reliability poor and will lead to more traffic using alternative routes, often through local communities, to avoid the A8.

Severe traffic congestion exists at Raith Junction. The combination of high traffic volumes and circulating traffic on the roundabout cause both exit slips from the M74 to be queued back as far as the main motorway carriageway. There are also significant queues on the A725 in both directions at the Raith roundabout.

Due to the volume of traffic and weaving movements, queues and congestion currently occurs at peak times on the motorway network in the vicinity of Baillieston and Maryville Interchanges. Similar operational problems occur at peak periods on the M74 southbound due to the proximity of Raith and Hamilton Junctions.

## Illustrations of Traffic Modelling



# Objectives

The project has been developed in line with the Scottish Government's five objectives for appraising transport proposals:

## 1. Environment

To protect the natural and built environment through considering potential adverse impacts and where possible avoiding or mitigating these as far as practicable during the project development; including bringing forward environmental improvements where practicable. The project will lessen adverse impacts of traffic on people through improved design and effective management of the network.

## 2. Safety

The project will improve safety for all users within the road corridor by providing a higher standard of road, improved junction layouts, increased number of lanes and separating long distance strategic traffic from short distance local trips, all of which helps to relieve congestion and reduce driver frustration. Pedestrian and cyclist trips will also be made safer by segregating these routes from vehicular traffic where practical.

## 3. Economic

The project will provide journey time savings and improve journey time reliability directly benefitting all road users and supporting sustainable economic activity of existing and future businesses in Central Scotland.

## 4. Integration

To support the integration of transport policies. The project provides opportunities for development around the network with improved connectivity.

## 5. Accessibility

To provide improved access to facilities and employment areas, and avoid community severance. The project improves connection between the employment centres and wider commercial centres of Glasgow and Edinburgh and beyond. Pedestrian and cyclist links will be improved and accessibility to local communities will be enhanced by the project with safer segregated routes provided.



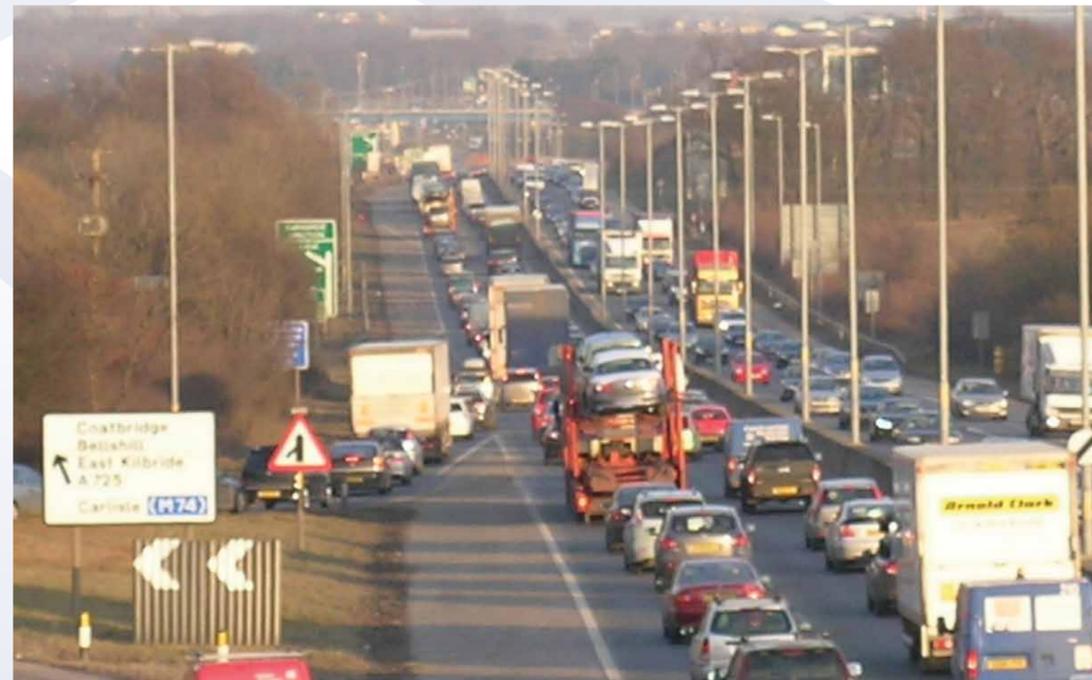
# Benefits

Around 100,000 vehicles a day are expected to benefit once the project has been completed. The project will enhance the flow of traffic on the core motorway network which will:

- **reduce journey times by up to 18 minutes at peak times between Glasgow and Edinburgh**
- **improve journey time reliability**
- **improve road safety**
- **help reduce driver frustration.**

The project will also:

- **provide new and improved pedestrian and cycle routes.**



The project will improve existing congestion at A8 Shawhead.



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Community benefits

In addition to the benefits outlined earlier this project will also bring community benefits such as:

- **supporting a significant number of construction jobs in the area. This project is of a similar scale to the completion of the M74, which directly supported 900 construction jobs**
- **providing vocational training Apprentice site-based placements**



- **providing professional (Graduate) training site-based placements undertaking professional engineering training, leading to membership of a national body**
- **creating full-time site-based employment construction opportunities, which are aimed specifically at job starts who have not been in employment for at least 25 weeks**
- **offering training opportunities in terms of placements, work experience and workplace ‘taster’ opportunities aimed at young and local individuals**
- **notifying job centres of site-based employment opportunities**
- **contracts with subcontractors and suppliers not already allocated shall be advertised through Public Contracts Scotland procurement website**
- **the project will also provide sustainable long-term employment opportunities throughout the 30 year operation and maintenance of these key routes.**



Apprentices from the recent M74 Completion project.

# The combined project

The construction project is being procured and promoted by Transport Scotland under the Scottish Government's Non-Profit Distributing model contract.

The three schemes which combine to form the project; the M8 Baillieston to Newhouse, the M74 Junction 5 (Raith) Improvement and the M8 M73 M74 Network Improvements were developed separately. This means each of the schemes completed a statutory process as part of its development, with Road Orders and an Environmental Statement published for public consultation on each scheme.

The provision of all three of these schemes as a single project maximises the realisation of the

benefits of each of the schemes, and the benefits of the other recently completed M80 and M74 schemes on the adjoining motorway network.

Procuring the M8 M73 M74 Motorway Improvements project under the Non Profit Distributing model will help deliver economies of scale and efficiencies for the public purse for the procurement, construction, maintenance and operation of these key infrastructure improvements.

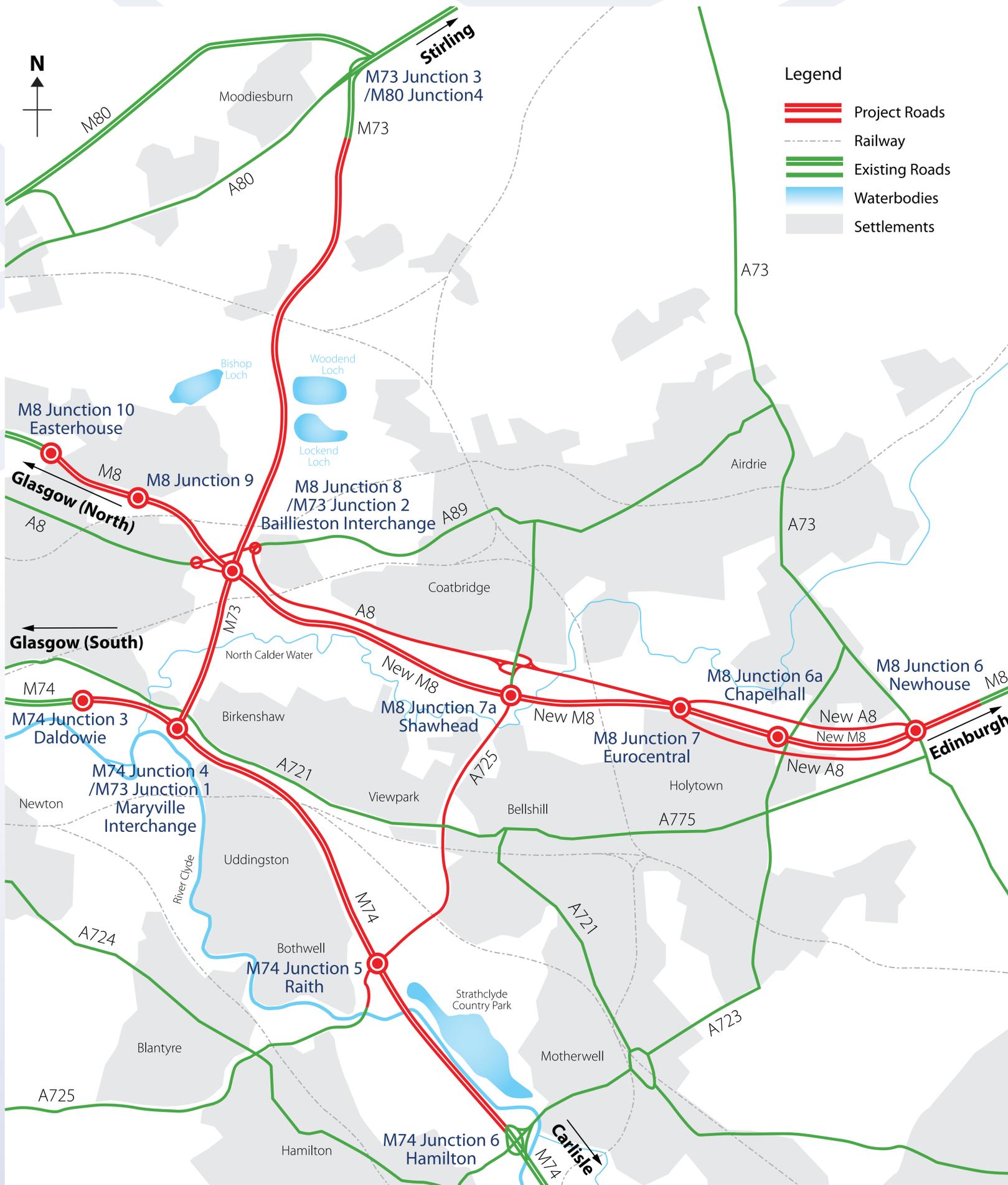
The project is anticipated to bring less traffic disruption than procuring the three schemes separately as the contractor will seek to optimise the traffic flow through the connecting elements of the project.



# The route



The route will follow the Road Orders as illustrated below:



**Legend**

- Project Roads
- Railway
- Existing Roads
- Waterbodies
- Settlements



# M8 Easterhouse to Baillieston to Newhouse



The largest element of the project will see the M8 widened from junction 10 (Easterhouse) to junction 8 (Baillieston) and a new motorway constructed between Baillieston and Newhouse to complete the M8 between Glasgow and Edinburgh.

Once completed, the new M8 will:

- connect with the existing motorway at Baillieston and follow an offline route to the south of the existing A8 between Baillieston and Eurocentral
- follow the route of the existing A8 between Eurocentral and Newhouse to connect with the existing motorway to the east of Newhouse
- provide motorway junctions at Baillieston, Shawhead, Eurocentral and Newhouse with new and improved local junctions to the upgraded A8
- provide an additional lane for eastbound traffic (an increase to four lanes) between Junction 10 (Easterhouse) and Junction 8 (Baillieston) while retaining the existing three lane provision for westbound traffic
- improve connections to the motorway link road to the M73 southbound and to the slip road to the A89 Coatbridge.

The A8 between Baillieston and Newhouse will remain a trunk road, with new sections of carriageway constructed where realignment is required for the new M8.

Once the M8 is completed, the new A8 will:

- follow the existing A8 route between Baillieston and Eurocentral, connecting via a new roundabout to the existing A89, north east of the Baillieston Interchange
- provide a new two lane single carriageway for eastbound traffic to the north of the new M8 and a separate new two lane single carriageway for westbound traffic to the south of the new M8 between Eurocentral and Newhouse
- provide a trunk road local distributor route that connects to the new M8 motorway via improved local junctions.



# M74 Junction 5 (Raith) improvement

The Raith Junction links the M74 motorway with the A725 Bellshill Bypass and the East Kilbride expressway. As one of the key connections on the M74 to the south east of Glasgow, the junction and its roundabout carry a high volume of road users. The improved junction will provide a free flow link for A725 road users between the Bellshill Bypass and the East Kilbride Expressway, separating it from the road users travelling to and from the M74 at the junction and releasing additional road users flow capacity on the roundabout.



M74 Junction 5 Raith

The improvement works include:

- **provision of an underpass below the existing roundabout for the A725 free flow link and three major bridges to carry the motorway and roundabout over this underpass**
- **provision of a new section of A725 trunk road to form the free flow link under the roundabout**
- **realignment of the Raith roundabout on the south of the M74 and removal of the Whistleberry Toll roundabout, as part of the new A725 layout and with new junctions for the connecting roads**
- **improvements to the M74 slip roads**
- **provision of new pedestrian/cyclist links to the north and south of the M74 between Bothwell and Strathclyde Country Park, improving accessibility. This includes crossings of the roundabout to separate pedestrians and cyclists from motorists through the majority of its route.**



# Improvements to the M73 and M74

The project will also provide a package of network improvements at key sections of the M73 and M74 to both tackle existing congestion and improve future operation on the network.

These works will ease traffic flow on the M73 between Baillieston Interchange and Maryville Interchange and on the M74 from Daldowie Junction to Hamilton Junction, in combination with the improvements on the M8 west of Baillieston.

M74 Junction 4/M73 Junction 1 Maryville Interchange



The improvements include:

- **provision of an additional lane in both directions on the M73 between Baillieston and Maryville, which forms the motorway link between the new M8 and the M74**
- **provision of an additional lane in both directions on the M74 between Junction 3 (Daldowie) and Junction 5 (Raith) and in the southbound direction from Raith to Junction 6 (Hamilton)**
- **relocation of the northbound M73 slip road from the A74 Glasgow Road to the M74 Daldowie junction**
- **various works to bridges over or under the existing motorways to allow for the additional lanes being provided.**



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# The environment



Protecting the natural environment, landscape and our cultural heritage is an important part of the M8 M73 M74 Motorway Improvements. As with all Transport Scotland projects the environment has been considered throughout the development of this project.

In order to consider any effects on the environment, a suite of comprehensive Environmental Impact Assessments have been carried out to establish where appropriate mitigation may be required and where opportunities for environmental improvements may exist. The results of these assessments were previously published in three Environmental Statements, each produced in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999.

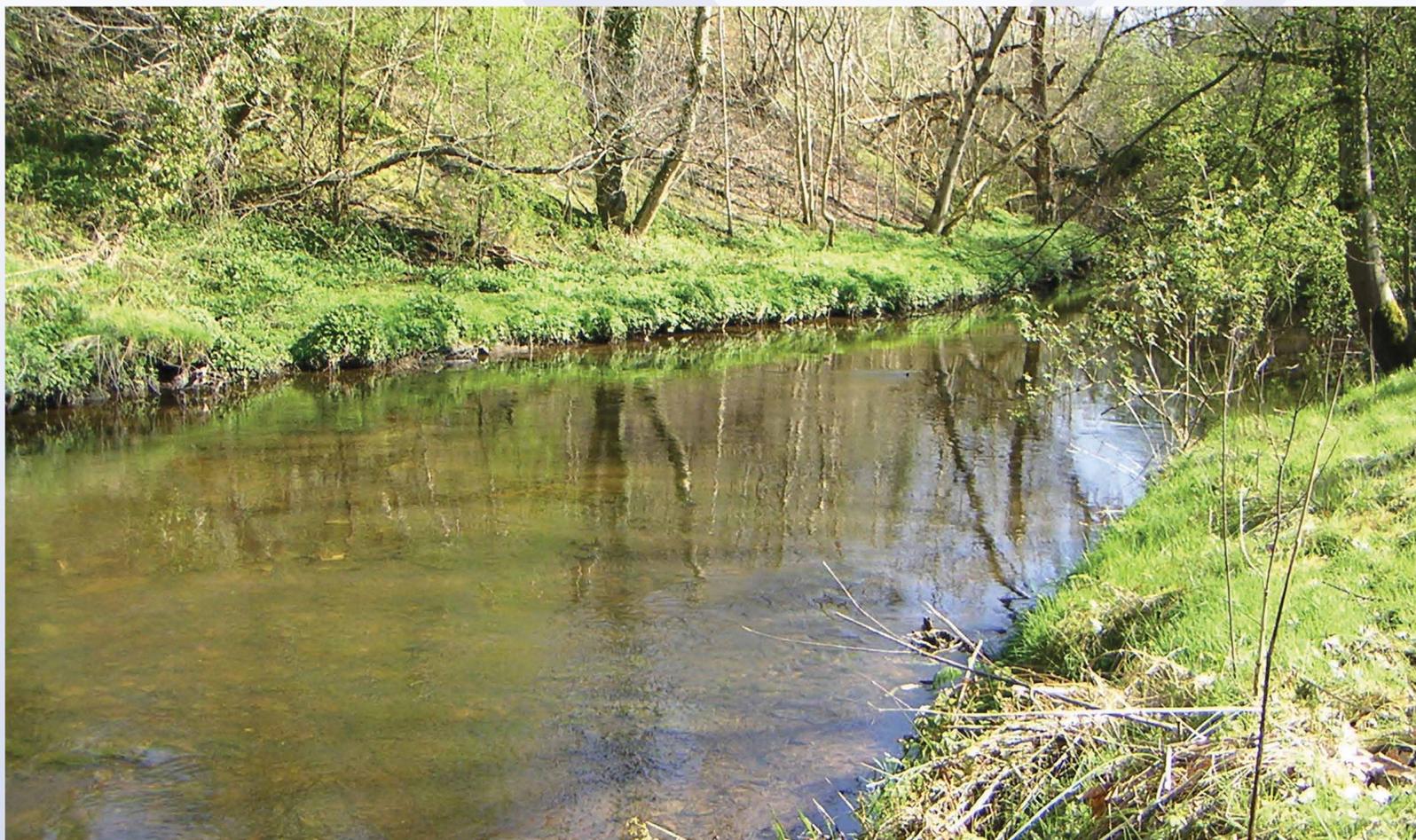
A great many detailed studies and surveys were undertaken as part of these assessments and during the subsequent design development which has taken place. These have identified a range of mitigation measures which will be applied throughout the project.

## Planting, habitat and landscape

New planting and habitat creation will be undertaken where appropriate to address where existing habitats may be lost or fragmented, with existing soils being reused where possible to conserve local seedbanks and soil biodiversity.

The integrated landscape and ecological mitigation will include extensive areas of natural grassland and native-species hedgerows and woodland, along with new wetlands being created. While some areas of existing trees and vegetation will have to be removed, new planting will be provided at appropriate locations to mitigate this effect.

New planting to create links between habitats and safe road-crossings will be provided for wildlife during the construction and operation of the project roads.



# The environment

## Drainage

The new road drainage includes the improvement or replacement of much of the existing road drainage. This will provide Sustainable Drainage Systems (SuDS) including spillage containment to meet current standards and protect the water environment. These measures will treat runoff from the motorway and protect existing watercourses while also reducing the potential for accidental contamination of watercourses and important nearby habitats.

Where new culverts are installed natural materials will be used to preserve existing stream bed characteristics and mammal ledges will be included to allow the free movement of wildlife along watercourse corridors.

## Noise during construction

The construction of the M8 M73 M74 Motorway Improvements will require the use of large and heavy construction equipment, and it is recognised that this equipment will produce an increase in noise levels at certain locations while the works are carried out. Working with Local Authorities, the contractor on site will use best practice measures to minimise or mitigate the noise levels to avoid disturbance to local residents and businesses where appropriate.

These measures will include:

- **the use of appropriate construction plant, complying with modern standards for noise emissions**
- **the use of mufflers and other noise reducing devices**
- **the use of temporary noise barriers**
- **the contractor will be required to work within the set noise levels agreed with the appropriate Local Authority for each part of the site.**



Example of a Sustainable Drainage System (SuDS) Pond on the recent M80 motorway.

# The environment

## Traffic noise after opening

The noise levels after the construction works are complete and the new roads opened have been predicted and impacts assessed. The project is expected to have a largely beneficial effect upon existing noise levels.

The Environmental Statements for the project specify minimum criteria for noise mitigation to be provided where appropriate. This will include noise barriers which can be in the form of fences or earth bunds; the choice of form is determined by the characteristics of each location, including how much space is available.

Where appropriate, low-noise carriageway surfacing will also be provided to reduce noise from the traffic on the new roads.



**Noise levels have been assessed.**



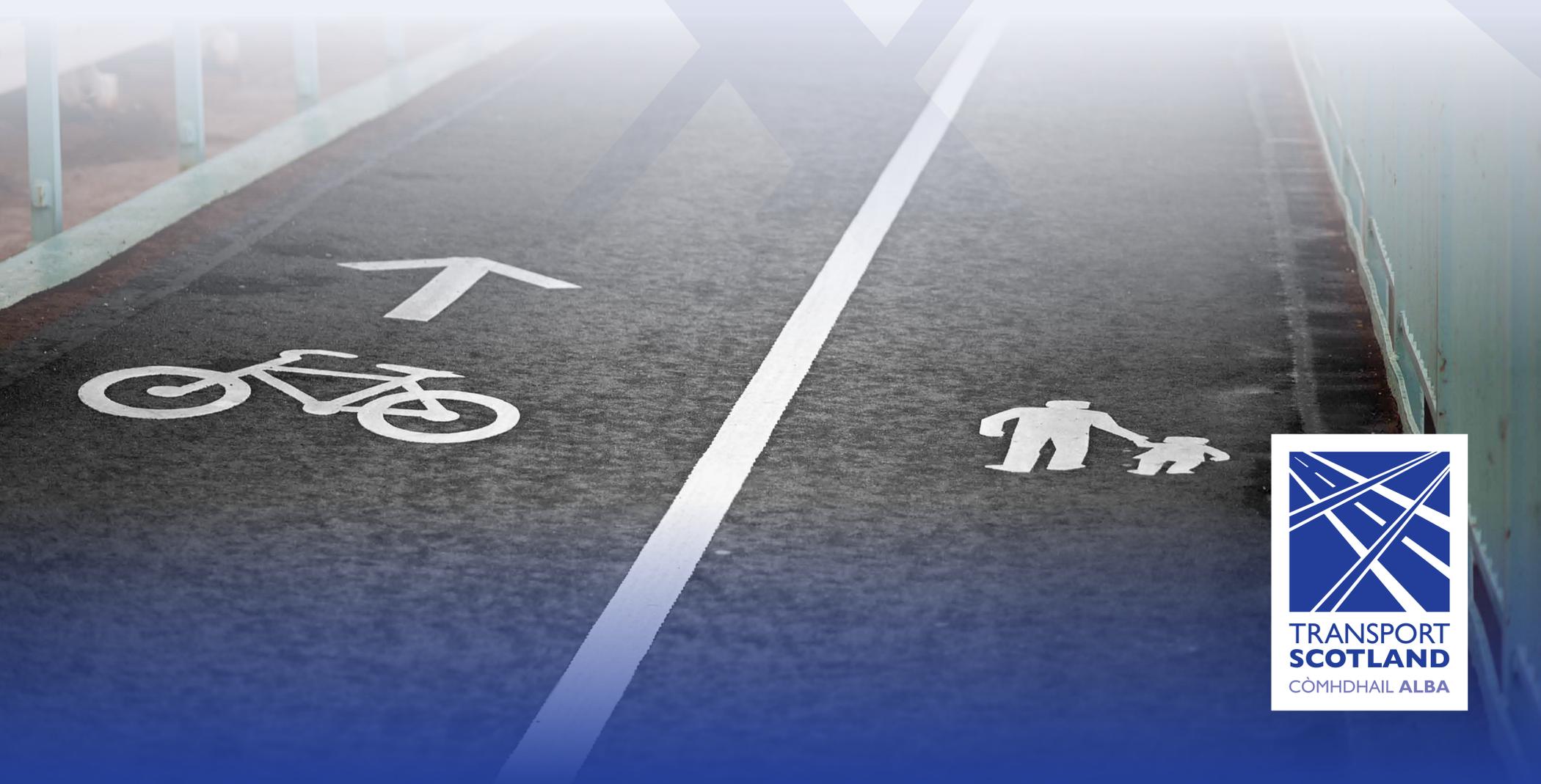
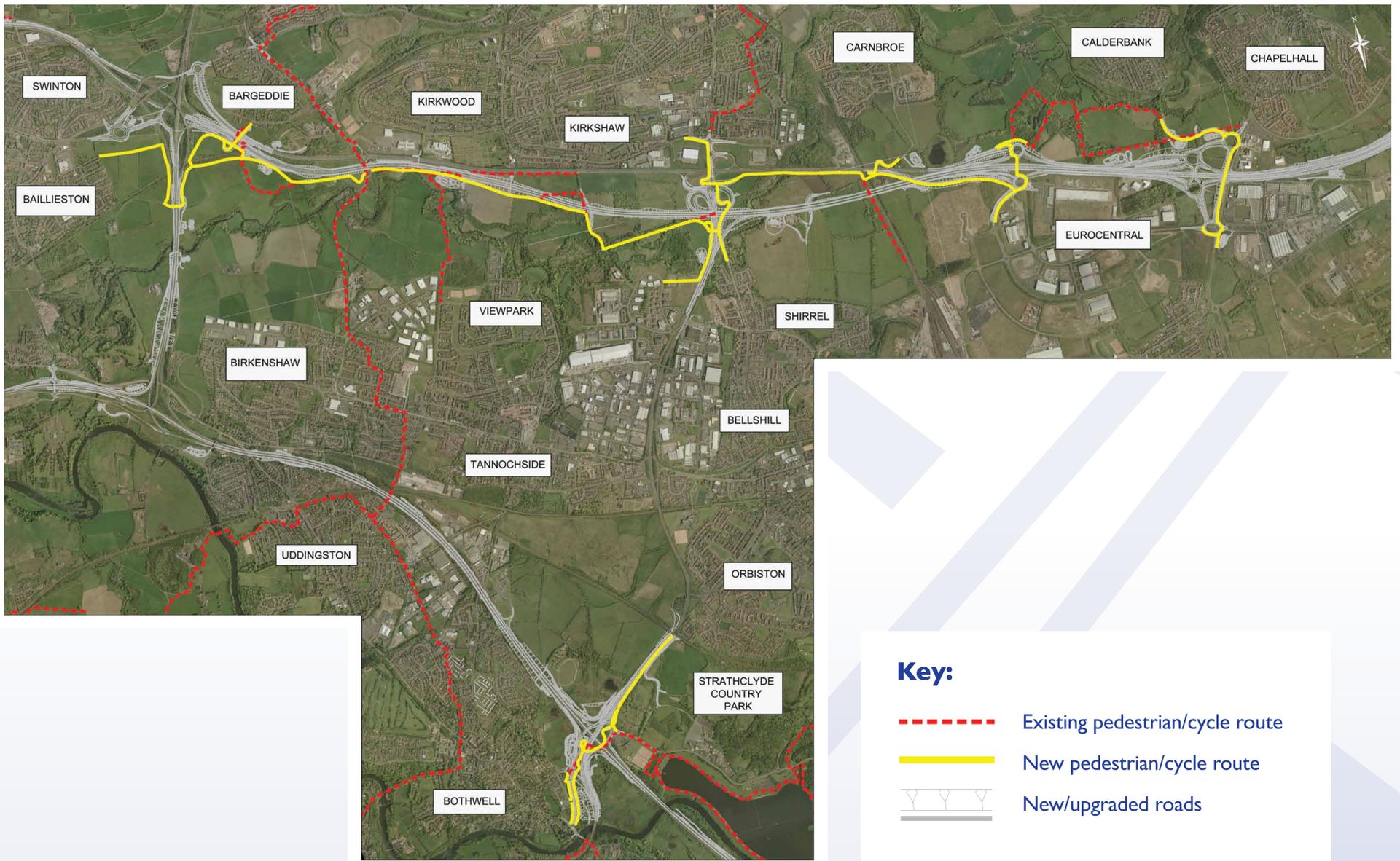
**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# The environment



## Pedestrians, cyclists and other users

16km of new and improved pedestrian and cycle routes will be provided as part of the project, to link with existing walking and cycling routes and improve the connections between local communities, businesses and areas of employment. The new routes will be designed to be accessible to all user groups.



# Current status

The procurement competition for the project is being undertaken in accordance with European and UK regulations.

Four consortia were invited to compete for the award of the contract for this major infrastructure project in June 2012. As part of this process two were taken forward to the second phase of the competition and asked to submit their final proposals in July this year.

Following detailed evaluation of these submissions, **Scottish Roads Partnership** ranked the highest and was identified as preferred bidder.

Subject to confirming the final details of the contract in accordance with the relevant regulations, it is anticipated that the preferred bidder will be awarded the contract.

Scottish Roads Partnership is a consortium with a construction joint venture of FerrovialAgroman (Amey) and Lagan and who will begin construction over the next few months.



# Advance work

In recent months, there has been some advance work taking place along the Baillieston to Newhouse stretch of the A8 and near the Raith Junction on the M74.

This work to stabilise areas of former mine workings adjacent to the A8/A725 at Shawhead was completed on programme in July.

Utility companies can now be seen undertaking major diversions of gas and water services and, in addition, environmental and ground survey work is being carried out on the project area.

Undertaking this work in advance reduces the duration of the main construction works and helps to provide value for taxpayers' money.



Advance works got underway earlier this year.



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Traffic management during construction

This major road project is significant in scale and complexity as it incorporates an extensive area of the Central Scotland motorway network and requires the management of a high volume traffic flows using this network.

It is likely that there may be some disruption to the traffic flow during the period to construct the works and road users should expect to allow additional time for journeys during this period.

Transport Scotland will be working closely with the contractor to **minimise disruption to traffic** during the works.

Where necessary for the **safety of the road users and the construction workforce** there may be traffic management put in place on parts of the road network from time to time to manage the significant traffic flows on these strategic routes.

These measures may include such as:

- **temporary speed restrictions**
- **temporary lane closures**
- **advance traffic signs**
- **temporary traffic lanes.**

**Advance notice** will be provided via the local media and internet. Traffic information will also be available to assist in **planning journeys** at:



[www.trafficscotland.org](http://www.trafficscotland.org)



# What happens next

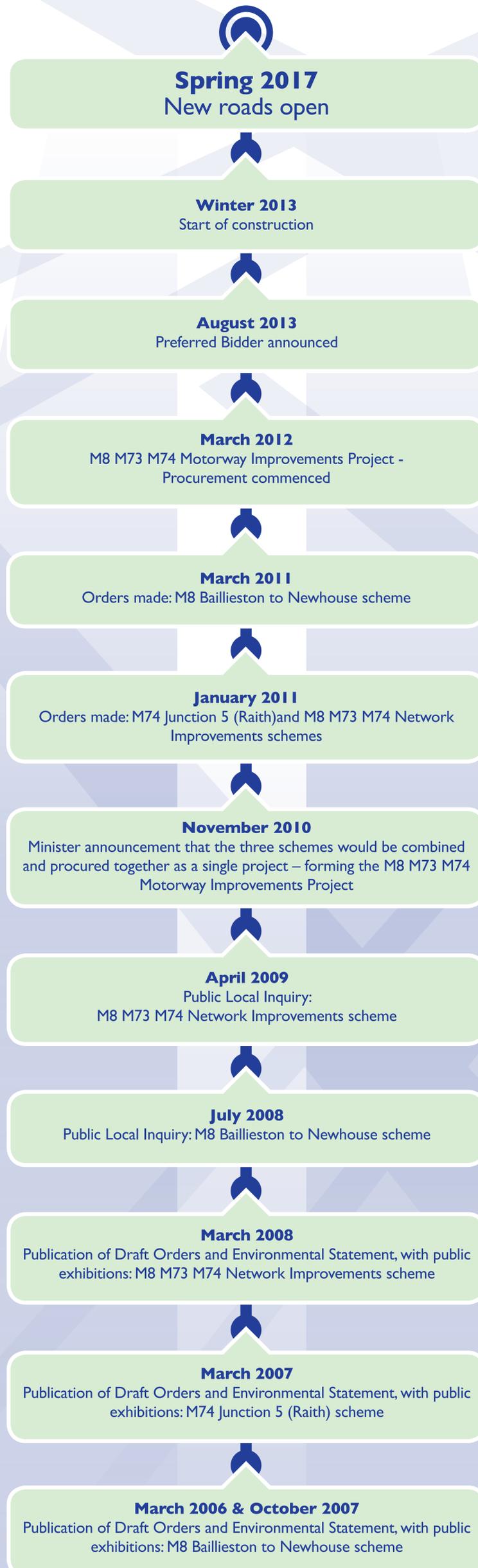
Transport Scotland is now in the process of developing and finalising the details of the contract in accordance with the procurement regulations which will allow the contract to be awarded.

Further information on the preferred bidder's design for the project will be provided in due course following the award of the contract.

Construction work will commence this year, with increasing activity from the start of 2014. **The new roads are expected to be fully open to traffic in 2017.**



# Timeline



# Contact us

Thank you for your interest in the **M8 M73 M74 Motorway Improvements** project.



More information is available at the project website:  
**[www.transportscotland.gov.uk/road/projects/m8m73m74](http://www.transportscotland.gov.uk/road/projects/m8m73m74)**

If you have any queries or comments on the project, please contact:

## **Transport Scotland**

MTRIPS

Buchanan House

58 Port Dundas Road

Glasgow G4 0HF

Telephone: **0141 272 7100**

Email: **[m8m73m74@transportscotland.gov.uk](mailto:m8m73m74@transportscotland.gov.uk)**

