M8 M73 M74 Motorway Improvements Project
Implementation of Traffic Restrictions and Safety Cameras Q&A
January 2016

Q. What will the traffic management involve?

A. Traffic management will vary along the routes and during the works and will be reviewed on an ongoing basis as the project progresses.

Traffic management will include; temporary speed restrictions, the installation of safety cameras, temporary lane closures, diversions, advance traffic signs and temporary traffic lanes as and when appropriate.

Restrictions will be implemented to allow the contractor to access existing hard shoulders and verges to undertake new works.

A general speed limit of 50mph; reduced locally where required to maintain safety, will be implemented and the installation of safety cameras will enforce this limit. Safety cameras are expected to improve the flow of traffic on all routes based upon experience during the recent completion of the M80 Stepps to Haggs.

In addition, two lanes of traffic will be maintained during peak times to ensure that disruption to road users is minimal.

Q. Why are safety cameras necessary?
A. Safety cameras in the form of an average speed camera network are necessary to ensure the safety of road users and the workforce during construction on the live motorway network. The benefits of using average speed cameras on major road works projects have been established over a number of years.

Q. Will the safety cameras be removed once construction ends?
A. Yes, upon completion of the project roads, all safety cameras will be removed.

Q. Who decides whether safety cameras should be implemented?
A. Scottish Roads Partnership, the consortium responsible for financing, designing, constructing and operating the project roads, has recommended the installation of safety cameras in line with the significant increase in construction works scheduled for Spring 2015.

All traffic management is planned and coordinated through a weekly Traffic Management Review Panel, chaired by the contractor and attended by Transport Scotland representatives, Traffic Scotland, the local authorities, and Police Scotland.

Q What is an Average Speed Camera System?
A. An Average Speed Camera System is an automatic digital camera system that determines the average speed of vehicles. It detects vehicles through Automatic Number Plate Recognition (ANPR) and calculates their average speed by measuring the time taken to travel between defined points of a known distance. A conspicuous signing strategy is used to inform drivers that they are entering an average speed control zone.

Q. Which type of Average Speed Camera System are you using?
A. Average speed camera systems require to have Home Office certification before they can be used on UK roads. Vysionics (http://www.vysionics.com/) have been appointed to install the SPECS3 approved average speed enforcement system which is an established proven system having been in use across the UK since 2009.

The M74 / M73 / A8 system will use the latest digital version which is a wireless solution allowing multiple cameras to operate over different sections of the route. This approach allows considerably greater flexibility and a lower cost than the previous generation, where a dedicated, hard wired link between cameras was required.

Q. Isn't there a risk that because drivers are watching their speedometer, they could cause an accident by not paying more attention to the road?
A. No. This was mentioned many times before other similar schemes were implemented. There is no evidence that drivers pay excessive attention to their speedometers where Average Speed Camera Systems are deployed.

Q. Will the system be capable of detecting all vehicle types?
A. Yes. The system can be configured to have flexibility in its operation and is capable of detecting and enforcing speeds for all vehicle types.

Q. How many camera sites are there?
A. The system is designed on a network principle that provides sufficient coverage on all of the routes covered. There is no set specific distance between camera sites but they are all highly visible and signed appropriately.

Q. Does it track vehicles changing lanes?
A. The SPECS3 system is a multi-lane system capable of monitoring all vehicles regardless of lane changes.

Q. What signage is being used?
A. A consistent signing regime has been implemented that ensures that all drivers are aware that they are entering an area monitored by average speed cameras and what the temporary speed limit is within the area being monitored. This signing regime is also supported by vehicle activated signing to provide a reminder of this temporary limit.

Q. Who operates the Average Speed Camera System?
A. The operational management of the system is undertaken by the West Safety Camera Unit. http://www.strathclydecameras.com

Q. What happens to the money raised by fines?
A. All fixed penalties paid by offenders are returned to HM Treasury and are not available to the Scottish Government, Transport Scotland or local safety camera partnerships.

Q. When will traffic management begin and end on the project roads?
A. Speed restrictions will be rolled out across the project roads in the coming months and will remain in place until the completion of the project in Spring 2017. Information on traffic management can be found at http://www.transportscotland.gov.uk/m8/m8m73m74/traffic-management

Q. Will diversions and restrictions be advertised in advance?
A. Yes. Road users will be informed of traffic management measures via local media, this website and traffic information will available on the Traffic Scotland website http://www.trafficscotland.org/

The Transport Scotland website will also be updated regularly giving notice of planned traffic restrictions.

All traffic management proposals are subject to consultation by Police Scotland, Transport Scotland and the Local Authorities (where appropriate) prior to being implemented.

Q. Will this mean that traffic will be diverted into residential areas?
A. Every effort will be made to minimise disruption. All traffic diverted as a result of works on project roads will be diverted via the trunk roads as far as possible. Each diversion route is agreed in advance by a range of consultees, including Police Scotland the local authority responsible for the local roads network.

Q. Which junctions are being affected by the works?
A. The new M8 will provide motorway junctions at Baillieston, Shawhead, Eurocentral and Newhouse with new and improved local junctions to the upgraded A8. The new M8 will also provide an additional lane for eastbound traffic (an increase to 4 lanes) between Junction 10 (Easterhouse) and Junction 8 (Baillieston);

The new A8 will provide a local distributor route that connects to the new M8 motorway via improved local junctions, including the M74 Junction 3A (Daldowie), Junction 4 (Maryville) and Junction 5 (Raith.) Improvements will also be made to the A725, both at Shawhead and at Orbiston junctions.

Q. How many drivers are likely to be affected by the works?
A. The average daily flow of traffic on the M8/ A8, M73 and M74 is around 100,000 vehicles.

Q. What will be done to reduce disruption to drivers during construction?
A. A large proportion of the new M8 motorway construction, between Baillieston and Newhouse, is being built off-line, to the south of the existing A8; therefore disruption to traffic from this construction is likely to be minimal.

However, Scottish Roads Partnership (SRP) is required to minimise disruption to traffic during the construction of the M8 M73 M74 Motorway Improvements Project.

Two lanes of traffic will be maintained during peak times to ensure that disruption to road users is minimal. In addition, all traffic management proposals are subject to consultation with Police Scotland, Transport Scotland and the Local Authorities (where appropriate) prior to being implemented.

Q. How will my journey be affected?
A. Road users should expect some disruption to the traffic flow during the construction period and should allow additional time for journeys during this period, especially at peak times.

Transport Scotland will be working closely with SRP and Police Scotland to minimise disruption to traffic during the works. Advance notice of traffic management will be provided to the general public via the Transport Scotland and Traffic Scotland websites and via local media when appropriate.

Information on Traffic Management will be publicised in advance at appropriate stages during the works.

Q. Will other work take place on these roads during this project?
A. SRP is responsible for the maintenance of the road network as part of the project, which will include coordinating with other contractors undertaking necessary works adjacent to or within the project roads.

Q. What alternatives are there to driving along the M8?
A. An alternative route between Edinburgh and Glasgow exists along the M80/M876/M9 corridor. However Transport Scotland will be working closely with the contractor to minimise disruption to traffic along the M8 corridor during the construction period.

Q. Will public transport be able to use the routes during construction?
A. Yes. The A8/M8, as well as M73, M74, will remain in operation throughout the programme of works and Transport Scotland will be working closely with SRP to minimise any disruption to traffic. Any specific queries in relation to bus services should be addressed to the relevant operating company.

Q. Will the closure of Queen Street High Level Tunnel increase traffic on the A8/M8?

A. Rail services between Glasgow and Edinburgh are being affected by the closure of Queen Street Station High Level tunnel in March 2016. Road traffic may increase but all is being done to minimise disruption.

The tunnel will close from Sunday 20 March with services planned to resume on Monday 8 August 2016. During the tunnel closure no trains will arrive or depart from Glasgow Queen Street High Level. ScotRail's temporary timetable will be in place throughout the duration of the closure allowing the vast majority of customers to travel to and from Glasgow by train.

The tunnel work will support the introduction of a faster, greener, and quieter electric train service between Edinburgh and Glasgow in 2017

More information on which routes are being affected by the closure and how customers can plan their journey is available at www.scotrail.co.uk/QueenStreetTunnel

Q. Will HGVs and abnormal loads be able to use the routes while traffic management is in operation?
A. Yes, the main trunk routes will continue to be available to HGVs and abnormal loads in the normal way.

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