

## M74 Completion Scheme Post-Project Evaluation Study

Four Weeks After Opening Review

June 2012







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**Transport Scotland**





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June 2012

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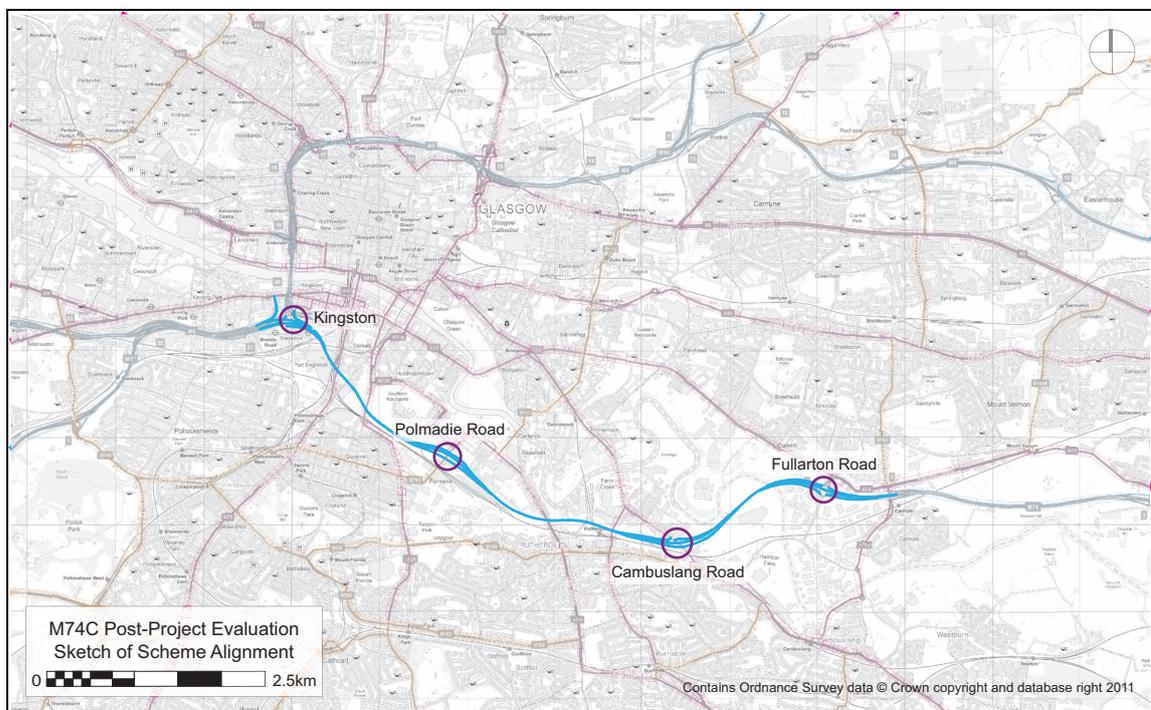
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# 1 INTRODUCTION

## 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 Section 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 *Four Weeks After Opening Review* Report presents a summary of the initial observed changes in traffic patterns in the four week period immediately following the opening of the M74 Completion scheme. The Report also presents a summary of the background changes to traffic flows which occurred prior to the introduction of the M74 Completion scheme.

1.4.2 Journey time comparisons are not presented in this *Four Weeks After Opening Review* Report, as the post opening information is not yet available. It is expected that initial journey time comparisons will be presented in the *16 Weeks After Opening* Report.

## 2 TRAFFIC ANALYSIS

### 2.1 Context of this four-week review

2.1.1 The M74 Completion scheme was opened on 28 June 2011 and the four weeks after opening traffic flow data is now available.

2.1.2 The four week period after opening coincided with the local school holidays. As traffic flows are generally lower during school holidays than at other times during the year, a degree of caution is needed when interpreting any of the results and comparisons presented in this Report. Subsequent reports, including the one based on the 16 week period after opening, will present traffic flows and comparisons that avoid the school holiday period.

### 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 *Four Weeks After Opening Review Report*, the comparisons of observed before and after opening flows are generally based on the average Tuesday – Thursday flows for July 2010 and July 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 Four Week After Opening Review Report**

2.3.1 The observed flow comparisons presented in this *Four 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 *Four 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**

2.4.1 The traffic flow comparisons presented in this *Four 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 July 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

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:

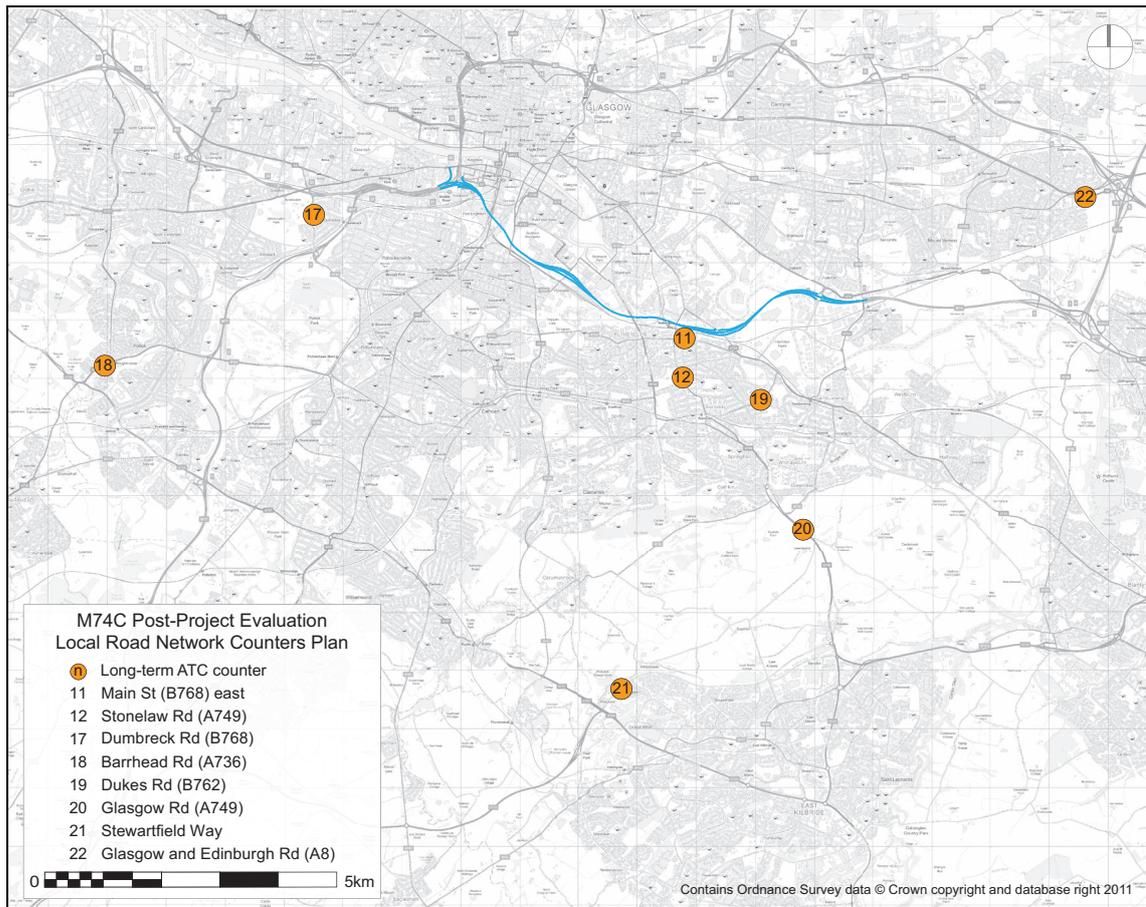
- East End Regeneration Route
- Commonwealth Arena
- Sir Chris Hoy Velodrome
- Commonwealth Games Athletes' Village
- Oatlands Development

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 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 the strategic network flow comparisons presented in Tables A.1 – A.12 (Appendix A) and Figures B.1 – B.4 (Appendix B) 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%. 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 and northbound on Glasgow Road (A749) south of Cambuslang.
- 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.12). 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. While roadworks within the area could also have potentially affected the observed flows it is unlikely they would have impacted so severely in one direction and hardly at all in the opposite direction. There would 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.
- 2.5.10 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 July 2010 and July 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.9 (Appendix B).
- 2.6.2 July 2011 represents the four week after opening period and July 2010 represents the equivalent period before the scheme opened. July 2010 was chosen for the before opening period as it covers the equivalent school holiday period and is considered the most suitable month available to describe typical-and-comparable conditions before the scheme opened.
- 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 July 2010 and July 2011 can largely be attributed to the introduction of the new M74 Completion scheme.
- 2.6.4 Where summary traffic flow data are not available for July 2010 and/or July 2011, a substitution has been made with another month's data. Any such substitutions are noted in the table footnotes. While such substitutions allow before and after opening flow comparisons to be made in each table, they may also mean comparisons being made between a non-school holiday period and school holiday period. A degree of care is needed when interpreting any such comparisons.
- 2.6.5 As can be seen from Tables A.13 – A.20 (Appendix A) and Figures B.5 – B.9 (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 J8 and J17/18, large reductions in flows are observed of around 10,000 vehicles per day in each direction. This equates to reductions in flows of around 18%.

- 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 22,000 vehicles after the M74 Completion scheme opened. This increase is accompanied by a decrease of over 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 west of the M77, the eastbound and westbound flows increase by around 6,000 vehicles per day in each direction (10 – 13%).
- across the Kingston Bridge the north and southbound flows reduce by around 8,000 vehicles per day (around 10%) in each direction.
- on the M73 between J1 and J2, the northbound flows reduce by around 4,650 vehicles per day (10%) and the southbound flows by around 3,900 vehicles per day (9%).
- 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 14,400 vehicles per day (98%) northbound between Carmyle Avenue (J3) and Fullarton Road (J2a).
- 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, northbound there is an increase of almost 1,200 vehicles per day (4%) observed between Crookfur (J4) and Nitshill (J3) increasing to almost 3,300 vehicles per day (around 10%) between Dumbreck (J1) and Plantation Interchange (M8 J22). A similar pattern is observed in the southbound direction, but to a lesser magnitude.

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).

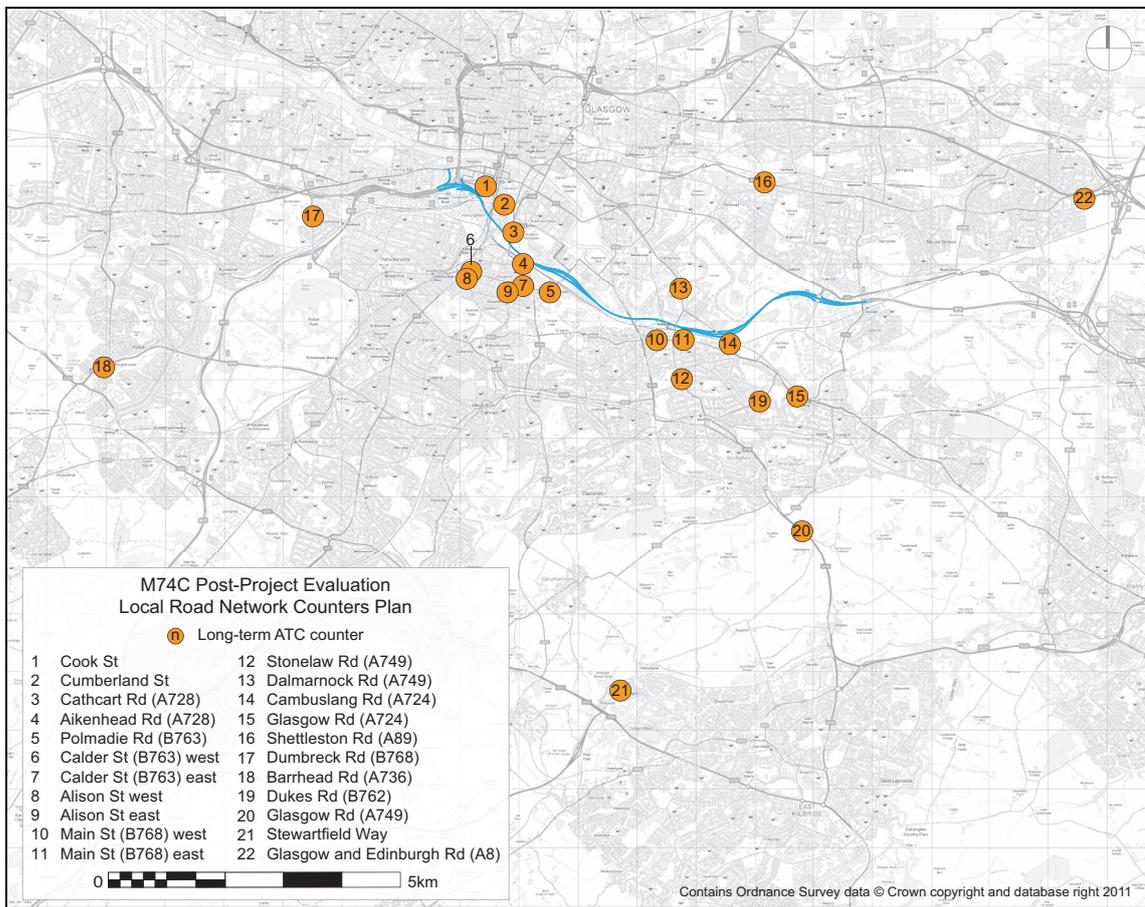
2.6.7 The pattern of changes throughout the AM, inter-peak and PM intervals are largely similar to those for the full day, as described, although clearly the absolute changes are lower (Tables A.15 – A.20, Appendix A). The changes are also generally consistent between the intervals, i.e. either increases or decreases in all the intervals.

2.6.8 On the M77 southbound, however, the observed changes are different between intervals. For example, southbound between Plantation Interchange (M8 J22) and Dumbreck (J1), in both the AM and inter-peak intervals an increase of more

than 7% (around 475 and 1,000 vehicles) is observed whereas a decrease of around 3% (370 vehicles) is observed in the PM interval.

### Local road network

- 2.6.9 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).
- 2.6.10 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](http://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.



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

- 2.6.11 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 July 2010 summary flow data are available to allow direct comparisons against the post-opening July 2011 flow data. Where necessary, a substitution has been

made with another month's summary data to allow comparisons to be made. As previously outlined, while substitution months allow before and after flow comparisons to be made, a degree of care is needed as there is the potential to be comparing a non-school holiday period with a school holiday period, which can, for example, lead to some forecast reductions being exaggerated or increases being under-reported.

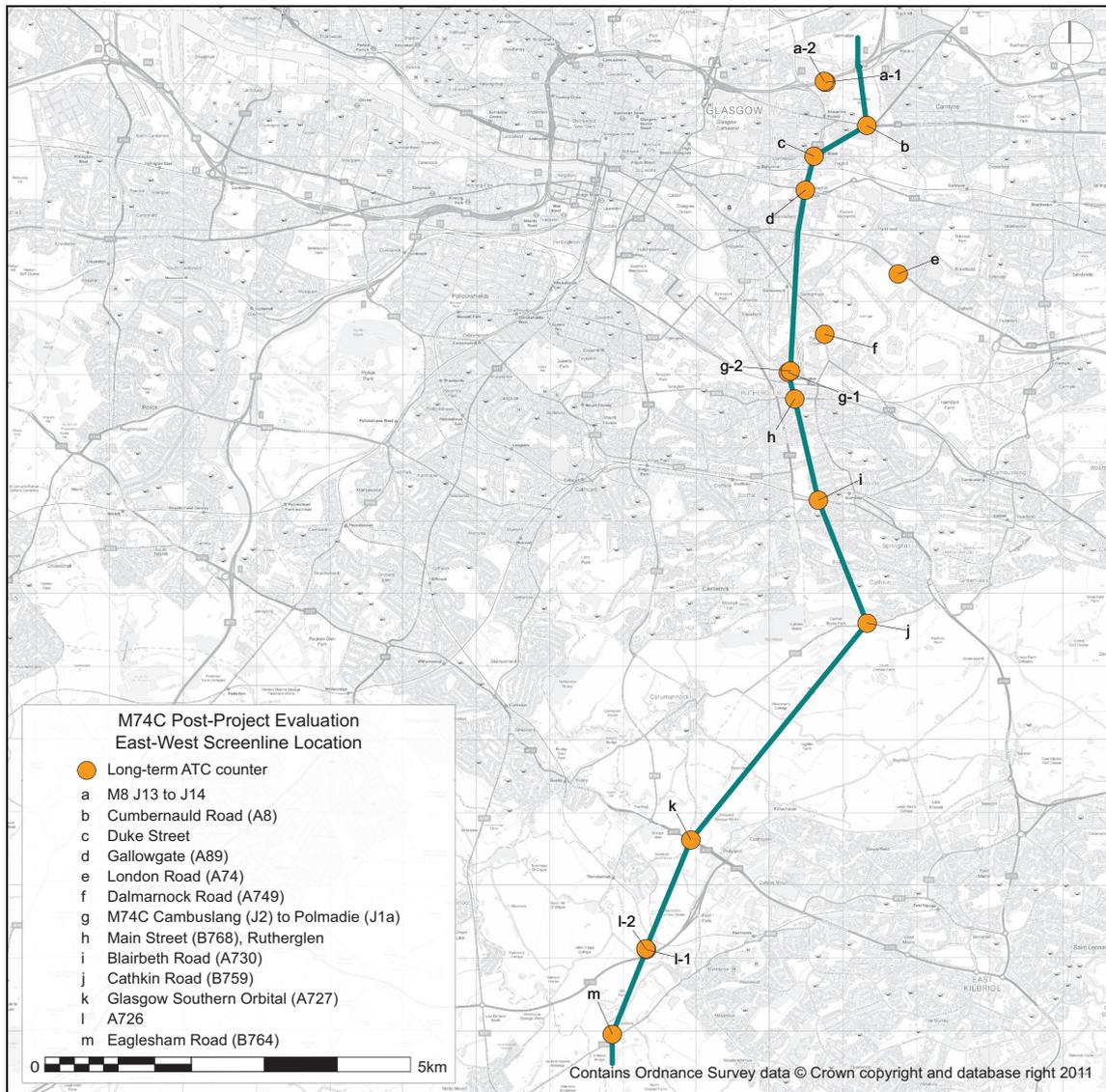
- 2.6.12 Considering those local road network sites which have observed data available in July 2010 and 2011, the largest changes are seen to occur on Dalmarnock Road (A749), immediately south of the crossing over the River Clyde. The 24hr flows along Dalmarnock Road (A749) at this location reduce by almost 26% northbound (around 2,300 vehicles) and 30% southbound (2,500 vehicles) (Table A.21, Appendix A). The magnitude of the reductions in each direction is similar between the three intervals reported. 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 July 2010 and July 2011 data were collected – see earlier discussions regarding the potential impacts of roadworks, etc. presented in Section 2.4
- 2.6.13 Along Stewartfield Way, north of the A726, reductions in traffic flows of around 15% in each direction across the whole day are observed (around 1,400 vehicles eastbound and 1,700 vehicles westbound) (Table A.21, Appendix A). The magnitude of the reductions in each direction is similar between the three intervals reported on.
- 2.6.14 The largest potential change in the observed flows is northbound along Glasgow Road (A749) south of Cambuslang, where an increase of 61% (almost 5,000 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. As outlined at paragraph 2.5.9, there is reason to believe that the July 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.
- 2.6.15 Large reductions in traffic flows are also observed at several other sites near the scheme, including:
- Main Street (B768), Rutherglen, east of Glasgow Road (A730), a reduction of around 30% in both directions (around 2,850 vehicles eastbound and 2,900 vehicles 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 42% (around 1,600 vehicles) (Table A.22).

- Aitkenhead Road (A728) and Cathcart Road (A728) reductions of more than 20% northbound and around 20% southbound are observed at both sites across the full day—around 3,200 vehicles northbound and 2,200 vehicles southbound at Cathcart Road (A728), the more northerly site on this arterial route (Table A.21, Appendix A). On Cathcart Road (A728) in the AM interval (07:00 – 10:00), the overall reduction is around 24% (around 1,350 vehicles) (Table A.22).
- Cumberland Street a reduction of 42% (around 2,900 vehicles) westbound and around 36% (3,300 vehicles) eastbound is observed across the full day (Table A.21, Appendix A). The reductions westbound observed in the AM and PM intervals are between 44% and 47%, reductions of between 700 and 900 vehicles (Tables A.22 & A.24). Similar reductions westbound along Cook Street are also observed, amounting to around 27% (almost 3,800 vehicles) across the full day (Table A.21).

- 2.6.16 In contrast to the reductions in traffic flows presented, large increases in flows are observed along Polmadie Road (B863) south of the M74 Completion scheme. Across the full day the observed northbound flows increase by 122% (around 5,500 vehicles) and the southbound flows by 135% (around 6,100 vehicles) (Table A.21, Appendix A). The increases in the AM interval (07:00 – 10:00) are around 100% (around 1,250 vehicles) northbound and 136% (1,000 vehicles) southbound (Table A.22). In the PM interval (16:00 – 19:00), the increases are around 162% (1,250 vehicles) northbound and 127% (1,800 vehicles) southbound (Table A.24).
- 2.6.17 The increases in flows along Polmadie Road (B863) south of the M74 Completion scheme are not unexpected, given it has direct access to and from the new M74 Completion scheme via the Polmadie Junction.
- 2.6.18 The 24hr differences across the local road network between July 2010 and July 2011 are presented schematically in Figure B.10 (Appendix B).

### **Screenline**

- 2.6.19 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.



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

- 2.6.20 Tables A.25 – A.28 (Appendix A) present the before and after scheme opening screenline flow comparisons based on data collected in July 2010 and July 2011, or equivalent months as noted.
- 2.6.21 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) and the Glasgow Southern Orbital. Unfortunately however, counters along two of the main routes, namely London Road (A74) and Blairbeth Road (A730), did not collect any data after April 2011 and as a result there are no four week after opening flows available at these sites. It is expected that data should be available at these sites for inclusion within future project evaluation reports.
- 2.6.22 As can be seen from Tables A.25 – A.28 (Appendix A), across the east-west screenline traffic flows decrease on almost all non-scheme roads following the

opening of the new road. The changes in traffic flow patterns are consistent across the full day, and the AM, inter-peak & PM intervals. Although the screenline is not complete, given there are no after opening flows available along London Road (A74) or Blairbeth Road (A730), 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, given the potential impact of roadworks along these roads.

- 2.6.23 Increases in flows were recorded westbound along Duke Street. Although the westbound increases along Duke appear high in percentage terms, as much as 38% across the full day (Table A.25, Appendix A) and up to 33% in the PM interval (Table A.28), the absolute increases in flows across the periods examined are relatively low, e.g. the actual increase in traffic flow in the 3hr PM interval is only 421 vehicles, an average of around 140 vehicles per hour, which is not considered excessive.
- 2.6.24 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).
- 2.6.25 Following the introduction of the scheme there has been a slight increase in the total traffic flows crossing the east-west screenline. Across the full day there was an overall increase of around 4.7% while across the 3hr AM interval the increase was around 8%, and in the 3hr PM interval the increase was around 8.4%.

Note: Although roadworks may have affected the flows being recorded along specific routes, e.g. Dalmarnock Road, 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.



## 3 SUMMARY AND CONCLUSIONS

### 3.1 Summary

3.1.1 This *Four 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.

3.1.2 The comparisons presented in this Report are confined to traffic flows. The subsequent annual reports will examine:

- traffic flows
- travel times
- 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 *Four 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
- July 2010 versus July 2011 (or equivalent), before and after scheme comparisons

3.1.5 Comparisons are presented for both the strategic motorway and trunk road network as well as local roads affected by the scheme.

### 3.2 Conclusions

3.2.1 Initial conclusions that can be drawn from this *Four 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 July 2010 and July 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), of around 10,000 vehicles per day (around 18%) in each direction.
  - large reductions in observed traffic flows north and southbound across the Kingston Bridge of around 8,000 vehicles per day (around 10%) in each direction.
  - reductions in the total north and southbound flows on the M73 of between 3,850 and 4,650 vehicles per day (between 9% and 10%) although there were increases in the flows along the M73 accessing the M74 Completion scheme.
  - increases in flows north and southbound on the M77 – between 1,200 and 3,300 vehicles per day northbound (between 4% and 10%) and between 900 and 1,700 vehicles southbound (between 3% and 4%). The largest increase was northbound between J1 and Plantation (3,300 vehicles 10%).
  - large flows, of around 30,000 vehicles per day north and southbound along the new M74 Completion scheme.
  - across the local road network, 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.

3.2.2 Although these initial conclusions can be drawn, given this *Four 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 comparisons and analysis presented in this *Four Week After Opening Report* show that the M74 Completion scheme is performing well.

3.3.2 The comparisons and analysis presented in this *Four Week After Opening report* are however based on traffic flow data collected during the school holiday

period. As traffic flows within urban areas are generally lower during school holidays than at other times of the year, a further analysis is planned based on data collected during the sixteen week period after opening. The sixteen week period will coincide with a period outwith the school holidays.

- 3.3.3 This *Four Week After Opening* Report is intended to provide an immediate analysis of the impacts of the opening of the M74 Completion scheme. Subsequent reports will consider the longer-term impacts as the scheme settles down. These subsequent reports will also examine traffic flows and traffic patterns outwith the school holiday periods and will, subject to data availability, include an analysis of other impacts of the scheme including journey times changes and, in the long-term, 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|------------------------|------------------------|--------------------------|-------------------|
| A8 east of Baillieston <sup>1</sup>              | 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 <sup>1</sup>                       | 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 <sup>1</sup>                       | 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 <sup>2</sup>                       | 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 <sup>1</sup> | 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 <sup>3</sup>                       | 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.

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> June rather than May used in both years.

<sup>3</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|-----------------------------|------------|------------------------|------------------------|--------------------------|-------------------|
| 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 <sup>1</sup>  | 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 <sup>1</sup>  | 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%            |

<sup>1</sup> 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 <sup>1</sup> | Eastbound  | 8,557               | 7,040               | - 1,517               | - 17.7%        |
| 11      | Main St (B768), Rutherglen, east <sup>1</sup> | Westbound  | 7,219               | 7,645               | + 426                 | + 5.9%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | Northbound | 8,462               | 8,319               | - 143                 | - 1.7%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | 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%         |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|------------------------|------------------------|--------------------------|-------------------|
| A8 east of Baillieston <sup>1</sup>              | 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 <sup>1</sup>                       | 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 <sup>1</sup>                       | 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 <sup>2</sup>                       | 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 <sup>1</sup> | 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 <sup>3</sup>                       | 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%            |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> June rather than May used in both years.

<sup>3</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|-----------------------------|------------|------------------------|------------------------|--------------------------|-------------------|
| 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 <sup>1</sup>  | 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 <sup>1</sup>  | 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%            |

<sup>1</sup> 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 <sup>1</sup> | Eastbound  | 1,585               | 1,344               | - 241                 | - 15.2%        |
| 11      | Main St (B768), Rutherglen, east <sup>1</sup> | Westbound  | 1,611               | 1,571               | - 40                  | - 2.5%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | Northbound | 2,235               | 2,194               | - 41                  | - 1.8%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | 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%         |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|------------------------|------------------------|--------------------------|-------------------|
| A8 east of Baillieston <sup>1</sup>              | 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 <sup>1</sup>                       | 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 <sup>1</sup>                       | 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 <sup>2</sup>                       | 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 <sup>1</sup> | 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 <sup>3</sup>                       | 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%            |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> June rather than May used in both years.

<sup>3</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|-----------------------------|------------|------------------------|------------------------|--------------------------|-------------------|
| 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 <sup>1</sup>  | 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 <sup>1</sup>  | 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%            |

<sup>1</sup> 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 <sup>1</sup> | Eastbound  | 3,135               | 2,451               | - 684                 | - 21.8%        |
| 11      | Main St (B768), Rutherglen, east <sup>1</sup> | Westbound  | 2,474               | 2,535               | + 61                  | + 2.5%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | Northbound | 2,990               | 2,940               | - 50                  | - 1.7%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | 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%         |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|------------------------|------------------------|--------------------------|-------------------|
| A8 east of Baillieston <sup>1</sup>              | 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 <sup>1</sup>                       | 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 <sup>1</sup>                       | 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 <sup>2</sup>                       | 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 <sup>1</sup> | 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 <sup>3</sup>                       | 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%            |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> June rather than May used in both years.

<sup>3</sup> 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<br>(vehicles) | May 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|-----------------------------|------------|------------------------|------------------------|--------------------------|-------------------|
| 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 <sup>1</sup>  | 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 <sup>1</sup>  | 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%            |

<sup>1</sup> 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 <sup>1</sup> | Eastbound  | 1,896               | 1,620               | - 276                 | - 14.6%        |
| 11      | Main St (B768), Rutherglen, east <sup>1</sup> | Westbound  | 1,605               | 1,619               | + 14                  | + 0.9%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | Northbound | 1,604               | 1,634               | + 30                  | + 1.9%         |
| 12      | Stonelaw Rd (A749) <sup>2</sup>               | 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%         |

<sup>1</sup> March rather than May used in both years.

<sup>2</sup> 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  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| A8 east of Baillieston                           | Westbound  | 39,601                  | 37,760                  | - 1,841                  | - 4.6%            |
| M8 J8 to J9                                      | Westbound  | 56,776                  | -                       | -                        | -                 |
| M8 J9 to J10                                     | Westbound  | 59,938                  | 49,032                  | - 10,906                 | - 18.2%           |
| M8 J10 to J11                                    | Westbound  | 58,168                  | 47,175                  | - 10,993                 | - 18.9%           |
| M8 J11 to J12                                    | Westbound  | 59,903                  | 48,597                  | - 11,306                 | - 18.9%           |
| M8 J12 to J13                                    | Westbound  | 58,786                  | 48,093                  | - 10,693                 | - 18.2%           |
| M8 J13 to J14                                    | Westbound  | 77,209                  | 68,290                  | - 8,919                  | - 11.6%           |
| M8 J14 to J15                                    | Westbound  | -                       | 74,375                  | -                        | -                 |
| M8 J15 to J16                                    | Westbound  | 84,542                  | 73,678                  | - 10,864                 | - 12.9%           |
| M8 J16 to J17                                    | Westbound  | 73,018                  | 63,544                  | - 9,474                  | - 13.0%           |
| M8 J17/J18 to J19                                | Westbound  | 70,519                  | 61,398                  | - 9,121                  | - 12.9%           |
| M8 Kingston Bridge <sup>1</sup>                  | Southbound | 93,116                  | 85,241                  | - 7,875                  | - 8.5%            |
| M8 main carriageway east of J21                  | Westbound  | 72,168                  | 62,861                  | - 9,307                  | - 12.9%           |
| M8 secondary carriageway east of J21             | Westbound  | 8,212                   | 30,174                  | + 21,962                 | + 267.4%          |
| M8 J22 to J23 <sup>2</sup>                       | Westbound  | 57,598                  | 65,016                  | + 7,418                  | + 12.9%           |
| M8 J24 to J25                                    | Westbound  | 58,565                  | 64,415                  | + 5,850                  | + 10.0%           |
| M8 J25 to J25a                                   | Westbound  | 65,499                  | 67,721                  | + 2,222                  | + 3.4%            |
| M8 J25a to J26 <sup>2</sup>                      | Westbound  | 57,030                  | 57,893                  | + 863                    | + 1.5%            |
| M8 J26 to J27                                    | Westbound  | 58,346                  | 59,912                  | + 1,566                  | + 2.7%            |
| M8 J27 to J26                                    | Eastbound  | 58,531                  | 60,769                  | + 2,238                  | + 3.8%            |
| M8 J26 to J25a                                   | Eastbound  | 55,310                  | 60,428                  | + 5,118                  | + 9.3%            |
| M8 J25a to J25                                   | Eastbound  | 61,294                  | 64,637                  | + 3,343                  | + 5.5%            |
| M8 J25 to J24                                    | Eastbound  | 49,676                  | 56,201                  | + 6,525                  | + 13.1%           |
| M8 J23 to J22 <sup>2</sup>                       | Eastbound  | 41,494                  | 50,607                  | + 9,113                  | + 22.0%           |
| M8 secondary carriageway at J21 off slip         | Eastbound  | 7,703                   | 22,073                  | + 14,370                 | + 186.5%          |
| M8 main carriageway east of J21                  | Eastbound  | 60,868                  | 56,808                  | - 4,060                  | - 6.7%            |
| M8 Kingston Bridge <sup>2</sup>                  | Northbound | 76,458                  | 68,468                  | - 7,990                  | - 10.5%           |
| M8 at J18 before Charing Cross ramp <sup>2</sup> | Eastbound  | 59,126                  | 49,305                  | - 9,821                  | - 16.6%           |
| M8 J18/J17 to J16                                | Eastbound  | 80,423                  | 69,111                  | - 11,312                 | - 14.1%           |
| M8 J16 to J15                                    | Eastbound  | 90,967                  | 75,648                  | - 15,319                 | - 16.8%           |
| M8 J15 to J14 <sup>3</sup>                       | Eastbound  | 90,740                  | 73,900                  | - 16,840                 | - 18.6%           |
| M8 J14 to J13                                    | Eastbound  | 82,557                  | 71,041                  | - 11,516                 | - 13.9%           |
| M8 J13 to J12                                    | Eastbound  | 59,559                  | 48,445                  | - 11,114                 | - 18.7%           |
| M8 J12 to J11                                    | Eastbound  | 62,663                  | 51,280                  | - 11,383                 | - 18.2%           |
| M8 J11 to J10                                    | Eastbound  | 57,726                  | 46,924                  | - 10,802                 | - 18.7%           |
| M8 J10 to J9                                     | Eastbound  | 62,042                  | 51,215                  | - 10,827                 | - 17.5%           |
| M8 J9 to J8                                      | Eastbound  | -                       | 42,688                  | -                        | -                 |
| A8 east of Baillieston                           | Eastbound  | 41,645                  | 39,264                  | - 2,381                  | - 5.7%            |

<sup>1</sup> October rather than July used in both years.

<sup>2</sup> May 2011 used rather than July 2010.

<sup>3</sup> August 2011 used rather than July 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.14 : 24hr before and after flows on the M80, M73, M74 and M77**

| Counter location                       | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| M80 J3 to J2                           | Southbound | 25,344                  | 28,814                  | + 3,470                  | + 13.7%           |
| M80 J2 to J1                           | Southbound | 28,469                  | 30,547                  | + 2,078                  | + 7.3%            |
| M80 J1 to J2                           | Northbound | 30,002                  | 30,425                  | + 423                    | + 1.4%            |
| M80 J2 to J3                           | Northbound | 27,137                  | 28,156                  | + 1,019                  | + 3.8%            |
| M73 at J2a between ramps               | Southbound | 20,944                  | 19,998                  | - 946                    | - 4.5%            |
| M73 J2a to J2                          | Southbound | 21,197                  | 20,352                  | - 845                    | - 4.0%            |
| M73 J2 to J1                           | Southbound | 44,853                  | 40,995                  | - 3,858                  | - 8.6%            |
| M73 J1 to J2                           | Northbound | 45,224                  | 40,572                  | - 4,652                  | - 10.3%           |
| M73 J2 to J2a                          | Northbound | 21,845                  | 22,101                  | + 256                    | + 1.2%            |
| M73 at J2a between ramps               | Northbound | 21,063                  | 20,531                  | - 532                    | - 2.5%            |
| M74 J5 to J4                           | Northbound | 38,638                  | 42,050                  | + 3,412                  | + 8.8%            |
| M74 J3a to J3                          | Northbound | 21,576                  | 35,426                  | + 13,850                 | + 64.2%           |
| M74 J3 to J2a <sup>1</sup>             | Northbound | 14,717                  | 29,099                  | + 14,382                 | + 97.7%           |
| M74C J2a to J2                         | Northbound | -                       | 29,237                  | -                        | -                 |
| M74C J2 to J1a                         | Northbound | -                       | 27,892                  | -                        | -                 |
| M74C J1a to J1                         | Northbound | -                       | 30,049                  | -                        | -                 |
| M74C J1 to J1a                         | Southbound | -                       | 30,894                  | -                        | -                 |
| M74C J1a to J2                         | Southbound | -                       | 29,484                  | -                        | -                 |
| M74C J2 to J2a                         | Southbound | -                       | 26,743                  | -                        | -                 |
| M74 J2a to J3                          | Southbound | 13,701                  | 29,405                  | + 15,704                 | + 114.6%          |
| M74 J3 to J3a                          | Southbound | 19,998                  | 32,436                  | + 12,438                 | + 62.2%           |
| M74 J4 to Bothwell Services            | Southbound | 39,795                  | 43,562                  | + 3,767                  | + 9.5%            |
| M77 J4 to J3                           | Northbound | 30,812                  | 32,000                  | + 1,188                  | + 3.9%            |
| M77 J3 to J2                           | Northbound | 36,432                  | 37,666                  | + 1,234                  | + 3.4%            |
| M77 J2 to J1                           | Northbound | 40,174                  | 42,431                  | + 2,257                  | + 5.6%            |
| M77 J1 to M8 J22                       | Northbound | 32,722                  | 36,014                  | + 3,292                  | + 10.1%           |
| M77 between M8 J22 and J1 <sup>1</sup> | Southbound | 41,578                  | 43,283                  | + 1,705                  | + 4.1%            |
| M77 J1 to J2                           | Southbound | 41,278                  | 42,595                  | + 1,317                  | + 3.2%            |
| M77 J2 to J3                           | Southbound | 37,379                  | 38,348                  | + 969                    | + 2.6%            |
| M77 J3 to J4                           | Southbound | 31,599                  | 32,450                  | + 851                    | + 2.7%            |

<sup>1</sup> May 2011 used rather than July 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.15 : AM interval before and after flows along the A8/M8**

| Counter location                                 | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| A8 east of Baillieston                           | Westbound  | 8,268                   | 7,911                   | - 357                    | - 4.3%            |
| M8 J8 to J9                                      | Westbound  | 12,074                  | -                       | -                        |                   |
| M8 J9 to J10                                     | Westbound  | 12,767                  | 10,738                  | - 2,029                  | - 15.9%           |
| M8 J10 to J11                                    | Westbound  | 12,491                  | 10,475                  | - 2,016                  | - 16.1%           |
| M8 J11 to J12                                    | Westbound  | 12,635                  | 10,800                  | - 1,835                  | - 14.5%           |
| M8 J12 to J13                                    | Westbound  | 12,136                  | 10,578                  | - 1,558                  | - 12.8%           |
| M8 J13 to J14                                    | Westbound  | 17,425                  | 16,224                  | - 1,201                  | - 6.9%            |
| M8 J14 to J15                                    | Westbound  | -                       | 17,516                  | -                        |                   |
| M8 J15 to J16                                    | Westbound  | 18,271                  | 16,465                  | - 1,806                  | - 9.9%            |
| M8 J16 to J17                                    | Westbound  | 15,836                  | 14,119                  | - 1,717                  | - 10.8%           |
| M8 J17/J18 to J19                                | Westbound  | 14,304                  | 12,434                  | - 1,870                  | - 13.1%           |
| M8 Kingston Bridge <sup>1</sup>                  | Southbound | 16,950                  | 15,458                  | - 1,492                  | - 8.8%            |
| M8 main carriageway east of J21                  | Westbound  | 12,733                  | 10,918                  | - 1,815                  | - 14.3%           |
| M8 secondary carriageway east of J21             | Westbound  | 1,408                   | 6,675                   | + 5,267                  | + 374.1%          |
| M8 J22 to J23 <sup>2</sup>                       | Westbound  | 11,818                  | 13,215                  | + 1,397                  | + 11.8%           |
| M8 J24 to J25                                    | Westbound  | 11,109                  | 12,762                  | + 1,653                  | + 14.9%           |
| M8 J25 to J25a                                   | Westbound  | 12,337                  | 13,123                  | + 786                    | + 6.4%            |
| M8 J25a to J26 <sup>2</sup>                      | Westbound  | 11,820                  | 11,861                  | + 41                     | + 0.4%            |
| M8 J26 to J27                                    | Westbound  | 10,347                  | 10,875                  | + 528                    | + 5.1%            |
| M8 J27 to J26                                    | Eastbound  | 13,796                  | 14,293                  | + 497                    | + 3.6%            |
| M8 J26 to J25a                                   | Eastbound  | 13,080                  | 14,478                  | + 1,398                  | + 10.7%           |
| M8 J25a to J25                                   | Eastbound  | 13,494                  | 14,196                  | + 702                    | + 5.2%            |
| M8 J25 to J24                                    | Eastbound  | 10,517                  | 12,069                  | + 1,552                  | + 14.8%           |
| M8 J23 to J22 <sup>2</sup>                       | Eastbound  | 8,299                   | 9,491                   | + 1,192                  | + 14.4%           |
| M8 secondary carriageway at J21 off slip         | Eastbound  | 2,132                   | 4,580                   | + 2,448                  | + 114.8%          |
| M8 main carriageway east of J21                  | Eastbound  | 13,383                  | 12,896                  | - 487                    | - 3.6%            |
| M8 Kingston Bridge <sup>2</sup>                  | Northbound | 17,569                  | 15,814                  | - 1,755                  | - 10.0%           |
| M8 at J18 before Charing Cross ramp <sup>2</sup> | Eastbound  | 12,013                  | 10,001                  | - 2,012                  | - 16.7%           |
| M8 J18/J17 to J16                                | Eastbound  | 15,534                  | 13,569                  | - 1,965                  | - 12.6%           |
| M8 J16 to J15                                    | Eastbound  | 17,267                  | 14,924                  | - 2,343                  | - 13.6%           |
| M8 J15 to J14 <sup>3</sup>                       | Eastbound  | 15,687                  | 13,035                  | - 2,652                  | - 16.9%           |
| M8 J14 to J13                                    | Eastbound  | 14,111                  | 12,037                  | - 2,074                  | - 14.7%           |
| M8 J13 to J12                                    | Eastbound  | 10,743                  | 8,685                   | - 2,058                  | - 19.2%           |
| M8 J12 to J11                                    | Eastbound  | 11,265                  | 9,140                   | - 2,125                  | - 18.9%           |
| M8 J11 to J10                                    | Eastbound  | 10,458                  | 8,391                   | - 2,067                  | - 19.8%           |
| M8 J10 to J9                                     | Eastbound  | 10,794                  | 8,713                   | - 2,081                  | - 19.3%           |
| M8 J9 to J8                                      | Eastbound  | -                       | 7,247                   | -                        |                   |
| A8 east of Baillieston                           | Eastbound  | 8,399                   | 8,053                   | - 346                    | - 4.1%            |

<sup>1</sup> October rather than July used in both years.

<sup>2</sup> May 2011 used rather than July 2010.

<sup>3</sup> August 2011 used rather than July 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.16 : AM interval before and after flows on the M80, M73, M74 and M77**

| Counter location                       | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| M80 J3 to J2                           | Southbound | 6,480                   | 7,242                   | + 762                    | + 11.8%           |
| M80 J2 to J1                           | Southbound | 7,378                   | 7,934                   | + 556                    | + 7.5%            |
| M80 J1 to J2                           | Northbound | 4,730                   | 4,830                   | + 100                    | + 2.1%            |
| M80 J2 to J3                           | Northbound | 4,401                   | 4,537                   | + 136                    | + 3.1%            |
| M73 at J2a between ramps               | Southbound | 4,477                   | 4,393                   | - 84                     | - 1.9%            |
| M73 J2a to J2                          | Southbound | 4,903                   | 4,981                   | + 78                     | + 1.6%            |
| M73 J2 to J1                           | Southbound | 8,867                   | 8,403                   | - 464                    | - 5.2%            |
| M73 J1 to J2                           | Northbound | 10,033                  | 9,149                   | - 884                    | - 8.8%            |
| M73 J2 to J2a                          | Northbound | 4,577                   | 4,669                   | + 92                     | + 2.0%            |
| M73 at J2a between ramps               | Northbound | 4,491                   | 4,379                   | - 112                    | - 2.5%            |
| M74 J5 to J4                           | Northbound | 9,162                   | 9,968                   | + 806                    | + 8.8%            |
| M74 J3a to J3                          | Northbound | 5,658                   | 9,052                   | + 3,394                  | + 60.0%           |
| M74 J3 to J2a <sup>1</sup>             | Northbound | 4,631                   | 7,676                   | + 3,045                  | + 65.8%           |
| M74C J2a to J2                         | Northbound | -                       | 7,316                   | -                        | -                 |
| M74C J2 to J1a                         | Northbound | -                       | 5,198                   | -                        | -                 |
| M74C J1a to J1                         | Northbound | -                       | 7,555                   | -                        | -                 |
| M74C J1 to J1a                         | Southbound | -                       | 5,158                   | -                        | -                 |
| M74C J1a to J2                         | Southbound | -                       | 7,653                   | -                        | -                 |
| M74C J2 to J2a                         | Southbound | -                       | 5,122                   | -                        | -                 |
| M74 J2a to J3                          | Southbound | 2,486                   | 5,463                   | + 2,977                  | + 119.8%          |
| M74 J3 to J3a                          | Southbound | 4,021                   | 6,267                   | + 2,246                  | + 55.9%           |
| M74 J4 to Bothwell Services            | Southbound | 7,432                   | 8,205                   | + 773                    | + 10.4%           |
| M77 J4 to J3                           | Northbound | 7,923                   | 7,998                   | + 75                     | + 0.9%            |
| M77 J3 to J2                           | Northbound | 9,112                   | 9,274                   | + 162                    | + 1.8%            |
| M77 J2 to J1                           | Northbound | 9,964                   | 10,404                  | + 440                    | + 4.4%            |
| M77 J1 to M8 J22                       | Northbound | 7,952                   | 8,587                   | + 635                    | + 8.0%            |
| M77 between M8 J22 and J1 <sup>1</sup> | Southbound | 6,240                   | 6,714                   | + 474                    | + 7.6%            |
| M77 J1 to J2                           | Southbound | 5,923                   | 6,606                   | + 683                    | + 11.5%           |
| M77 J2 to J3                           | Southbound | 5,247                   | 5,662                   | + 415                    | + 7.9%            |
| M77 J3 to J4                           | Southbound | 4,795                   | 5,096                   | + 301                    | + 6.3%            |

<sup>1</sup> May 2011 used rather than July 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.17 : Inter-peak interval before and after flows along the A8/M8**

| Counter location                                 | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| A8 east of Baillieston                           | Westbound  | 13,636                  | 12,664                  | - 972                    | - 7.1%            |
| M8 J8 to J9                                      | Westbound  | 20,684                  | -                       | -                        |                   |
| M8 J9 to J10                                     | Westbound  | 21,916                  | 17,852                  | - 4,064                  | - 18.5%           |
| M8 J10 to J11                                    | Westbound  | 21,253                  | 17,006                  | - 4,247                  | - 20.0%           |
| M8 J11 to J12                                    | Westbound  | 22,067                  | 17,685                  | - 4,382                  | - 19.9%           |
| M8 J12 to J13                                    | Westbound  | 21,991                  | 17,647                  | - 4,344                  | - 19.8%           |
| M8 J13 to J14                                    | Westbound  | 28,340                  | 24,764                  | - 3,576                  | - 12.6%           |
| M8 J14 to J15                                    | Westbound  | -                       | 27,310                  | -                        |                   |
| M8 J15 to J16                                    | Westbound  | 31,275                  | 26,899                  | - 4,376                  | - 14.0%           |
| M8 J16 to J17                                    | Westbound  | 27,624                  | 23,425                  | - 4,199                  | - 15.2%           |
| M8 J17/J18 to J19                                | Westbound  | 26,688                  | 22,814                  | - 3,874                  | - 14.5%           |
| M8 Kingston Bridge <sup>1</sup>                  | Southbound | 33,189                  | 30,297                  | - 2,892                  | - 8.7%            |
| M8 main carriageway east of J21                  | Westbound  | 25,964                  | 22,507                  | - 3,457                  | - 13.3%           |
| M8 secondary carriageway east of J21             | Westbound  | 2,767                   | 9,932                   | + 7,165                  | + 258.9%          |
| M8 J22 to J23 <sup>2</sup>                       | Westbound  | 20,622                  | 22,831                  | + 2,209                  | + 10.7%           |
| M8 J24 to J25                                    | Westbound  | 21,290                  | 22,753                  | + 1,463                  | + 6.9%            |
| M8 J25 to J25a                                   | Westbound  | 23,668                  | 24,045                  | + 377                    | + 1.6%            |
| M8 J25a to J26 <sup>2</sup>                      | Westbound  | 18,763                  | 19,416                  | + 653                    | + 3.5%            |
| M8 J26 to J27                                    | Westbound  | 19,950                  | 20,386                  | + 436                    | + 2.2%            |
| M8 J27 to J26                                    | Eastbound  | 21,259                  | 21,001                  | - 258                    | - 1.2%            |
| M8 J26 to J25a                                   | Eastbound  | 19,520                  | 20,154                  | + 634                    | + 3.2%            |
| M8 J25a to J25                                   | Eastbound  | 21,995                  | 22,343                  | + 348                    | + 1.6%            |
| M8 J25 to J24                                    | Eastbound  | 18,463                  | 19,670                  | + 1,207                  | + 6.5%            |
| M8 J23 to J22 <sup>2</sup>                       | Eastbound  | 16,590                  | 19,624                  | + 3,034                  | + 18.3%           |
| M8 secondary carriageway at J21 off slip         | Eastbound  | 2,456                   | 7,483                   | + 5,027                  | + 204.7%          |
| M8 main carriageway east of J21                  | Eastbound  | 23,798                  | 20,481                  | - 3,317                  | - 13.9%           |
| M8 Kingston Bridge <sup>2</sup>                  | Northbound | 27,989                  | 24,612                  | - 3,377                  | - 12.1%           |
| M8 at J18 before Charing Cross ramp <sup>2</sup> | Eastbound  | 21,508                  | 17,849                  | - 3,659                  | - 17.0%           |
| M8 J18/J17 to J16                                | Eastbound  | 29,645                  | 24,742                  | - 4,903                  | - 16.5%           |
| M8 J16 to J15                                    | Eastbound  | 33,509                  | 27,497                  | - 6,012                  | - 17.9%           |
| M8 J15 to J14 <sup>3</sup>                       | Eastbound  | 33,013                  | 26,786                  | - 6,227                  | - 18.9%           |
| M8 J14 to J13                                    | Eastbound  | 29,841                  | 25,381                  | - 4,460                  | - 14.9%           |
| M8 J13 to J12                                    | Eastbound  | 21,852                  | 17,781                  | - 4,071                  | - 18.6%           |
| M8 J12 to J11                                    | Eastbound  | 22,889                  | 18,798                  | - 4,091                  | - 17.9%           |
| M8 J11 to J10                                    | Eastbound  | 21,122                  | 17,203                  | - 3,919                  | - 18.6%           |
| M8 J10 to J9                                     | Eastbound  | 22,195                  | 18,387                  | - 3,808                  | - 17.2%           |
| M8 J9 to J8                                      | Eastbound  | -                       | 15,411                  | -                        |                   |
| A8 east of Baillieston                           | Eastbound  | 14,477                  | 13,432                  | - 1,045                  | - 7.2%            |

<sup>1</sup> October rather than July used in both years.

<sup>2</sup> May 2011 used rather than July 2010.

<sup>3</sup> August 2011 used rather than July 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.18 : Inter-peak interval before and after flows on the M80, M73, M74 and M77**

| Counter location                       | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| M80 J3 to J2                           | Southbound | 8,828                   | 10,204                  | + 1,376                  | + 15.6%           |
| M80 J2 to J1                           | Southbound | 9,964                   | 10,612                  | + 648                    | + 6.5%            |
| M80 J1 to J2                           | Northbound | 10,214                  | 10,126                  | - 88                     | - 0.9%            |
| M80 J2 to J3                           | Northbound | 9,345                   | 9,602                   | + 257                    | + 2.8%            |
| M73 at J2a between ramps               | Southbound | 7,468                   | 6,973                   | - 495                    | - 6.6%            |
| M73 J2a to J2                          | Southbound | 7,378                   | 6,869                   | - 509                    | - 6.9%            |
| M73 J2 to J1                           | Southbound | 15,897                  | 13,864                  | - 2,033                  | - 12.8%           |
| M73 J1 to J2                           | Northbound | 15,945                  | 14,021                  | - 1,924                  | - 12.1%           |
| M73 J2 to J2a                          | Northbound | 7,111                   | 7,267                   | + 156                    | + 2.2%            |
| M73 at J2a between ramps               | Northbound | 6,873                   | 6,873                   | 0                        | 0.0%              |
| M74 J5 to J4                           | Northbound | 13,750                  | 14,692                  | + 942                    | + 6.9%            |
| M74 J3a to J3                          | Northbound | 6,831                   | 11,280                  | + 4,449                  | + 65.1%           |
| M74 J3 to J2a <sup>1</sup>             | Northbound | 4,170                   | 8,985                   | + 4,815                  | + 115.5%          |
| M74C J2a to J2                         | Northbound | -                       | 9,051                   | -                        | -                 |
| M74C J2 to J1a                         | Northbound | -                       | 8,782                   | -                        | -                 |
| M74C J1a to J1                         | Northbound | -                       | 9,841                   | -                        | -                 |
| M74C J1 to J1a                         | Southbound | -                       | 9,462                   | -                        | -                 |
| M74C J1a to J2                         | Southbound | -                       | 9,104                   | -                        | -                 |
| M74C J2 to J2a                         | Southbound | -                       | 8,469                   | -                        | -                 |
| M74 J2a to J3                          | Southbound | 4,722                   | 9,996                   | + 5,274                  | + 111.7%          |
| M74 J3 to J3a                          | Southbound | 6,847                   | 10,940                  | + 4,093                  | + 59.8%           |
| M74 J4 to Bothwell Services            | Southbound | 14,676                  | 15,539                  | + 863                    | + 5.9%            |
| M77 J4 to J3                           | Northbound | 10,852                  | 11,071                  | + 219                    | + 2.0%            |
| M77 J3 to J2                           | Northbound | 13,230                  | 13,389                  | + 159                    | + 1.2%            |
| M77 J2 to J1                           | Northbound | 14,214                  | 14,749                  | + 535                    | + 3.8%            |
| M77 J1 to M8 J22                       | Northbound | 11,814                  | 12,644                  | + 830                    | + 7.0%            |
| M77 between M8 J22 and J1 <sup>1</sup> | Southbound | 14,237                  | 15,246                  | + 1,009                  | + 7.1%            |
| M77 J1 to J2                           | Southbound | 14,020                  | 14,956                  | + 936                    | + 6.7%            |
| M77 J2 to J3                           | Southbound | 12,385                  | 12,967                  | + 582                    | + 4.7%            |
| M77 J3 to J4                           | Southbound | 10,388                  | 10,894                  | + 506                    | + 4.9%            |

<sup>1</sup> May 2011 used rather than July 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.19 : PM interval before and after flows along the A8/M8**

| Counter location                                 | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| A8 east of Baillieston                           | Westbound  | 8,934                   | 8,558                   | - 376                    | - 4.2%            |
| M8 J8 to J9                                      | Westbound  | 11,131                  | -                       | -                        |                   |
| M8 J9 to J10                                     | Westbound  | 11,635                  | 9,567                   | - 2,068                  | - 17.8%           |
| M8 J10 to J11                                    | Westbound  | 11,099                  | 9,012                   | - 2,087                  | - 18.8%           |
| M8 J11 to J12                                    | Westbound  | 11,172                  | 9,176                   | - 1,996                  | - 17.9%           |
| M8 J12 to J13                                    | Westbound  | 10,746                  | 8,819                   | - 1,927                  | - 17.9%           |
| M8 J13 to J14                                    | Westbound  | 13,145                  | 12,360                  | - 785                    | - 6.0%            |
| M8 J14 to J15                                    | Westbound  | -                       | 13,316                  | -                        |                   |
| M8 J15 to J16                                    | Westbound  | 15,091                  | 13,641                  | - 1,450                  | - 9.6%            |
| M8 J16 to J17                                    | Westbound  | 11,353                  | 11,165                  | - 188                    | - 1.7%            |
| M8 J17/J18 to J19                                | Westbound  | 12,705                  | 11,894                  | - 811                    | - 6.4%            |
| M8 Kingston Bridge <sup>1</sup>                  | Southbound | 19,941                  | 19,300                  | - 641                    | - 3.2%            |
| M8 main carriageway east of J21                  | Westbound  | 16,525                  | 14,897                  | - 1,628                  | - 9.9%            |
| M8 secondary carriageway east of J21             | Westbound  | 2,736                   | 7,670                   | + 4,934                  | + 180.3%          |
| M8 J22 to J23 <sup>2</sup>                       | Westbound  | 12,655                  | 15,444                  | + 2,789                  | + 22.0%           |
| M8 J24 to J25                                    | Westbound  | 13,429                  | 15,390                  | + 1,961                  | + 14.6%           |
| M8 J25 to J25a                                   | Westbound  | 15,552                  | 16,528                  | + 976                    | + 6.3%            |
| M8 J25a to J26 <sup>2</sup>                      | Westbound  | 13,881                  | 14,226                  | + 345                    | + 2.5%            |
| M8 J26 to J27                                    | Westbound  | 14,976                  | 15,170                  | + 194                    | + 1.3%            |
| M8 J27 to J26                                    | Eastbound  | 11,169                  | 12,388                  | + 1,219                  | + 10.9%           |
| M8 J26 to J25a                                   | Eastbound  | 10,550                  | 12,994                  | + 2,444                  | + 23.2%           |
| M8 J25a to J25                                   | Eastbound  | 12,054                  | 13,858                  | + 1,804                  | + 15.0%           |
| M8 J25 to J24                                    | Eastbound  | 9,426                   | 12,013                  | + 2,587                  | + 27.4%           |
| M8 J23 to J22 <sup>2</sup>                       | Eastbound  | 6,751                   | 11,539                  | + 4,788                  | + 70.9%           |
| M8 secondary carriageway at J21 off slip         | Eastbound  | 1,770                   | 4,817                   | + 3,047                  | + 172.2%          |
| M8 main carriageway east of J21                  | Eastbound  | 8,687                   | 10,107                  | + 1,420                  | + 16.3%           |
| M8 Kingston Bridge <sup>2</sup>                  | Northbound | 12,689                  | 12,318                  | - 371                    | - 2.9%            |
| M8 at J18 before Charing Cross ramp <sup>2</sup> | Eastbound  | 11,041                  | 9,930                   | - 1,111                  | - 10.1%           |
| M8 J18/J17 to J16                                | Eastbound  | 16,302                  | 14,913                  | - 1,389                  | - 8.5%            |
| M8 J16 to J15                                    | Eastbound  | 18,533                  | 17,534                  | - 999                    | - 5.4%            |
| M8 J15 to J14 <sup>3</sup>                       | Eastbound  | 20,758                  | 17,302                  | - 3,456                  | - 16.6%           |
| M8 J14 to J13                                    | Eastbound  | 19,448                  | 17,409                  | - 2,039                  | - 10.5%           |
| M8 J13 to J12                                    | Eastbound  | 13,698                  | 11,429                  | - 2,269                  | - 16.6%           |
| M8 J12 to J11                                    | Eastbound  | 14,536                  | 12,242                  | - 2,294                  | - 15.8%           |
| M8 J11 to J10                                    | Eastbound  | 13,627                  | 11,363                  | - 2,264                  | - 16.6%           |
| M8 J10 to J9                                     | Eastbound  | 14,658                  | 12,468                  | - 2,190                  | - 14.9%           |
| M8 J9 to J8                                      | Eastbound  | -                       | 10,186                  | -                        |                   |
| A8 east of Baillieston                           | Eastbound  | 9,236                   | 8,948                   | - 288                    | - 3.1%            |

<sup>1</sup> October rather than July used in both years.

<sup>2</sup> May 2011 used rather than July 2010.

<sup>3</sup> August 2011 used rather than July 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.20 : PM interval before and after flows on the M80, M73, M74 and M77**

| Counter location                       | Direction  | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|------------|-------------------------|-------------------------|--------------------------|-------------------|
| M80 J3 to J2                           | Southbound | 4,603                   | 5,466                   | + 863                    | + 18.7%           |
| M80 J2 to J1                           | Southbound | 5,066                   | 5,809                   | + 743                    | + 14.7%           |
| M80 J1 to J2                           | Northbound | 8,056                   | 8,337                   | + 281                    | + 3.5%            |
| M80 J2 to J3                           | Northbound | 7,210                   | 7,562                   | + 352                    | + 4.9%            |
| M73 at J2a between ramps               | Southbound | 4,852                   | 4,716                   | - 136                    | - 2.8%            |
| M73 J2a to J2                          | Southbound | 4,939                   | 4,620                   | - 319                    | - 6.5%            |
| M73 J2 to J1                           | Southbound | 10,975                  | 10,556                  | - 419                    | - 3.8%            |
| M73 J1 to J2                           | Northbound | 9,409                   | 9,064                   | - 345                    | - 3.7%            |
| M73 J2 to J2a                          | Northbound | 5,277                   | 5,351                   | + 74                     | + 1.4%            |
| M73 at J2a between ramps               | Northbound | 4,899                   | 4,732                   | - 167                    | - 3.4%            |
| M74 J5 to J4                           | Northbound | 7,300                   | 8,154                   | + 854                    | + 11.7%           |
| M74 J3a to J3                          | Northbound | 4,920                   | 8,017                   | + 3,097                  | + 62.9%           |
| M74 J3 to J2a <sup>1</sup>             | Northbound | 3,301                   | 6,514                   | + 3,213                  | + 97.3%           |
| M74C J2a to J2                         | Northbound | -                       | 6,679                   | -                        | -                 |
| M74C J2 to J1a                         | Northbound | -                       | 7,734                   | -                        | -                 |
| M74C J1a to J1                         | Northbound | -                       | 7,123                   | -                        | -                 |
| M74C J1 to J1a                         | Southbound | -                       | 8,500                   | -                        | -                 |
| M74C J1a to J2                         | Southbound | -                       | 6,810                   | -                        | -                 |
| M74C J2 to J2a                         | Southbound | -                       | 7,195                   | -                        | -                 |
| M74 J2a to J3                          | Southbound | 3,992                   | 8,083                   | + 4,091                  | + 102.5%          |
| M74 J3 to J3a                          | Southbound | 5,441                   | 8,740                   | + 3,299                  | + 60.6%           |
| M74 J4 to Bothwell Services            | Southbound | 9,820                   | 10,956                  | + 1,136                  | + 11.6%           |
| M77 J4 to J3                           | Northbound | 5,840                   | 6,335                   | + 495                    | + 8.5%            |
| M77 J3 to J2                           | Northbound | 6,605                   | 7,271                   | + 666                    | + 10.1%           |
| M77 J2 to J1                           | Northbound | 6,982                   | 7,861                   | + 879                    | + 12.6%           |
| M77 J1 to M8 J22                       | Northbound | 5,246                   | 6,463                   | + 1,217                  | + 23.2%           |
| M77 between M8 J22 and J1 <sup>1</sup> | Southbound | 11,162                  | 10,795                  | - 367                    | - 3.3%            |
| M77 J1 to J2                           | Southbound | 11,925                  | 11,179                  | - 746                    | - 6.3%            |
| M77 J2 to J3                           | Southbound | 11,181                  | 10,758                  | - 423                    | - 3.8%            |
| M77 J3 to J4                           | Southbound | 9,625                   | 9,319                   | - 306                    | - 3.2%            |

<sup>1</sup> May 2011 used rather than July 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.21 : 24hr before and after flows on local road network**

| Plan Id | Counter location                              | Direction  | Before opening‡ (vehicles) | July 2011 (vehicles) | Difference (vehicles) | Difference (%) |
|---------|---|------------|----------------------------|----------------------|-----------------------|----------------|
| 1       | Cook St <sup>1</sup>                          | Westbound  | 14,039                     | 10,272               | - 3,767               | - 26.8%        |
| 2       | Cumberland St <sup>1</sup>                    | Eastbound  | 9,353                      | 6,013                | - 3,340               | - 35.7%        |
| 2       | Cumberland St <sup>1</sup>                    | Westbound  | 7,040                      | 4,112                | - 2,928               | - 41.6%        |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Northbound | 15,347                     | 12,152               | - 3,195               | - 20.8%        |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Southbound | 11,867                     | 9,701                | - 2,166               | - 18.3%        |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Northbound | 7,571                      | 5,644                | - 1,927               | - 25.5%        |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Southbound | 7,754                      | 6,124                | - 1,630               | - 21.0%        |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Northbound | 4,486                      | 9,938                | + 5,452               | + 121.5%       |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Southbound | 4,535                      | 10,676               | + 6,141               | + 135.4%       |
| 6       | Calder St (B763) west                         | Westbound  | -                          | -                    | -                     | -              |
| 7       | Calder St (B763) east <sup>1</sup>            | Eastbound  | 3,217                      | 2,967                | - 250                 | - 7.8%         |
| 7       | Calder St (B763) east <sup>1</sup>            | Westbound  | 4,619                      | 4,372                | - 247                 | - 5.3%         |
| 8       | Allison St west <sup>2</sup>                  | Eastbound  | 5,927                      | 5,168                | - 759                 | - 12.8%        |
| 9       | Allison St east                               | Eastbound  | -                          | -                    | -                     | -              |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Eastbound  | 9,813                      | 6,976                | - 2,837               | - 28.9%        |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Westbound  | 8,864                      | 5,947                | - 2,917               | - 32.9%        |
| 11      | Main St (B768), Rutherglen, east              | Eastbound  | 6,513                      | -                    | -                     | -              |
| 11      | Main St (B768), Rutherglen, east              | Westbound  | 6,682                      | -                    | -                     | -              |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Northbound | 8,404                      | 6,998                | - 1,406               | - 16.7%        |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Southbound | 9,164                      | 7,415                | - 1,749               | - 19.1%        |
| 13      | Dalmarnock Rd (A749)                          | Northbound | 8,788                      | 6,508                | - 2,280               | - 25.9%        |
| 13      | Dalmarnock Rd (A749)                          | Southbound | 8,435                      | 5,942                | - 2,493               | - 29.6%        |
| 14      | Cambuslang Rd (A724) sth of M74C              | Northbound | -                          | -                    | -                     | -              |
| 14      | Cambuslang Rd (A724) sth of M74C              | Southbound | -                          | -                    | -                     | -              |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Eastbound  | 7,221                      | 6,438                | - 783                 | - 10.8%        |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Westbound  | 8,199                      | 7,103                | - 1,096               | - 13.4%        |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Eastbound  | 5,571                      | 5,300                | - 271                 | - 4.9%         |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Westbound  | 5,659                      | 4,878                | - 781                 | - 13.8%        |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Northbound | 15,159                     | 13,847               | - 1,312               | - 8.7%         |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Southbound | 10,634                     | 9,377                | - 1,257               | - 11.8%        |
| 18      | Barrhead Rd (A736)                            | Eastbound  | 9,792                      | 9,508                | - 284                 | - 2.9%         |
| 18      | Barrhead Rd (A736)                            | Westbound  | 9,567                      | 8,611                | - 956                 | - 10.0%        |
| 19      | Dukes Rd (B762)                               | Northbound | 3,236                      | 3,247                | + 11                  | + 0.3%         |
| 19      | Dukes Rd (B762)                               | Southbound | 3,057                      | 3,175                | + 118                 | + 3.9%         |
| 20      | Glasgow Rd (A749)                             | Northbound | 8,263                      | 13,260               | + 4,997               | + 60.5%        |
| 20      | Glasgow Rd (A749)                             | Southbound | 13,223                     | 12,675               | - 548                 | - 4.1%         |
| 21      | Stewartfield Way                              | Eastbound  | 10,348                     | 8,906                | - 1,442               | - 13.9%        |
| 21      | Stewartfield Way                              | Westbound  | 11,192                     | 9,479                | - 1,713               | - 15.3%        |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Eastbound  | 5,403                      | 5,659                | + 256                 | + 4.7%         |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Westbound  | 4,884                      | 4,975                | + 91                  | + 1.9%         |

‡ Before opening flows from July 2010 unless otherwise noted.

<sup>1</sup> May 2011 used rather than July 2010.

<sup>2</sup> June 2011 used rather than July 2010.

<sup>3</sup> May 2010 used rather than July 2010. August 2011 used rather than July 2011.

<sup>a</sup> September 2011 used rather than July 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 Counter location Id                         | Direction  | Before opening‡ (vehicles) | July 2011 (vehicles) | Difference (vehicles) | Difference (%) |
|--|------------|----------------------------|----------------------|-----------------------|----------------|
| 1 Cook St <sup>1</sup>                           | Westbound  | 3,500                      | 2,287                | - 1,213               | - 34.7%        |
| 2 Cumberland St <sup>1</sup>                     | Eastbound  | 1,449                      | 859                  | - 590                 | - 40.7%        |
| 2 Cumberland St <sup>1</sup>                     | Westbound  | 2,005                      | 1,118                | - 887                 | - 44.2%        |
| 3 Cathcart Rd (A728) <sup>1</sup>                | Northbound | 4,048                      | 3,154                | - 894                 | - 22.1%        |
| 3 Cathcart Rd (A728) <sup>1</sup>                | Southbound | 1,667                      | 1,217                | - 450                 | - 27.0%        |
| 4 Aikenhead Rd (A728) <sup>1</sup>               | Northbound | 1,925                      | 1,542                | - 383                 | - 19.9%        |
| 4 Aikenhead Rd (A728) <sup>1</sup>               | Southbound | 1,019                      | 759                  | - 260                 | - 25.5%        |
| 5 Polmadie Rd (B763) sth of M74C <sup>1</sup>    | Northbound | 1,268                      | 2,513                | + 1,245               | + 98.2%        |
| 5 Polmadie Rd (B763) sth of M74C <sup>1</sup>    | Southbound | 740                        | 1,749                | + 1,009               | + 136.4%       |
| 6 Calder St (B763) west                          | Westbound  | -                          | -                    | -                     | -              |
| 7 Calder St (B763) east <sup>1</sup>             | Eastbound  | 700                        | 562                  | - 138                 | - 19.7%        |
| 7 Calder St (B763) east <sup>1</sup>             | Westbound  | 821                        | 695                  | - 126                 | - 15.3%        |
| 8 Allison St west <sup>2</sup>                   | Eastbound  | 1,148                      | 789                  | - 359                 | - 31.3%        |
| 9 Allison St east                                | Eastbound  | -                          | -                    | -                     | -              |
| 10 Main St (B768), Rutherglen, west <sup>1</sup> | Eastbound  | 1,900                      | 1,103                | - 797                 | - 41.9%        |
| 10 Main St (B768), Rutherglen, west <sup>1</sup> | Westbound  | 1,760                      | 997                  | - 763                 | - 43.4%        |
| 11 Main St (B768), Rutherglen, east              | Eastbound  | 1,194                      | -                    | -                     | -              |
| 11 Main St (B768), Rutherglen, east              | Westbound  | 1,460                      | -                    | -                     | -              |
| 12 Stonelaw Rd (A749) <sup>3</sup>               | Northbound | 2,044                      | 1,635                | - 409                 | - 20.0%        |
| 12 Stonelaw Rd (A749) <sup>3</sup>               | Southbound | 1,579                      | 1,090                | - 489                 | - 31.0%        |
| 13 Dalmarnock Rd (A749)                          | Northbound | 2,322                      | 1,586                | - 736                 | - 31.7%        |
| 13 Dalmarnock Rd (A749)                          | Southbound | 1,100                      | 744                  | - 356                 | - 32.4%        |
| 14 Cambuslang Rd (A724) sth of M74C              | Northbound | -                          | -                    | -                     | -              |
| 14 Cambuslang Rd (A724) sth of M74C              | Southbound | -                          | -                    | -                     | -              |
| 15 Glasgow Rd (A724) <sup>1</sup>                | Eastbound  | 1,354                      | 1,055                | - 299                 | - 22.1%        |
| 15 Glasgow Rd (A724) <sup>1</sup>                | Westbound  | 1,777                      | 1,375                | - 402                 | - 22.6%        |
| 16 Shettleston Rd (A89) <sup>2</sup>             | Eastbound  | 606                        | 513                  | - 93                  | - 15.3%        |
| 16 Shettleston Rd (A89) <sup>2</sup>             | Westbound  | 1,474                      | 995                  | - 479                 | - 32.5%        |
| 17 Dumbreck Rd (B768) <sup>3</sup>               | Northbound | 3,523                      | 3,549                | + 26                  | + 0.7%         |
| 17 Dumbreck Rd (B768) <sup>3</sup>               | Southbound | 1,576                      | 1,383                | - 193                 | - 12.2%        |
| 18 Barrhead Rd (A736)                            | Eastbound  | 2,152                      | 2,118                | - 34                  | - 1.6%         |
| 18 Barrhead Rd (A736)                            | Westbound  | 1,324                      | 1,223                | - 101                 | - 7.6%         |
| 19 Dukes Rd (B762)                               | Northbound | 889                        | 874                  | - 15                  | - 1.7%         |
| 19 Dukes Rd (B762)                               | Southbound | 391                        | 396                  | + 5                   | + 1.3%         |
| 20 Glasgow Rd (A749)                             | Northbound | 1,733                      | 2,859                | + 1,126               | + 65.0%        |
| 20 Glasgow Rd (A749)                             | Southbound | 2,427                      | 2,285                | - 142                 | - 5.9%         |
| 21 Stewartfield Way                              | Eastbound  | 2,139                      | 1,846                | - 293                 | - 13.7%        |
| 21 Stewartfield Way                              | Westbound  | 2,546                      | 2,063                | - 483                 | - 19.0%        |
| 22 Glasgow and Edinburgh Rd (A8)                 | Eastbound  | 1,061                      | 1,165                | + 104                 | + 9.8%         |
| 22 Glasgow and Edinburgh Rd (A8)                 | Westbound  | 1,017                      | 1,007                | - 10                  | - 1.0%         |

‡ Before opening flows from July 2010 unless otherwise noted.

<sup>1</sup> May 2011 used rather than July 2010.

<sup>2</sup> June 2011 used rather than July 2010.

<sup>3</sup> May 2010 used rather than July 2010. August 2011 used rather than July 2011.

<sup>a</sup> September 2011 used rather than July 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) | July 2011 (vehicles) | Difference (vehicles) | Difference (%) |
|---------|---|------------|----------------------------|----------------------|-----------------------|----------------|
| 1       | Cook St <sup>1</sup>                          | Westbound  | 4,709                      | 3,570                | - 1,139               | - 24.2%        |
| 2       | Cumberland St <sup>1</sup>                    | Eastbound  | 3,104                      | 2,146                | - 958                 | - 30.9%        |
| 2       | Cumberland St <sup>1</sup>                    | Westbound  | 2,247                      | 1,420                | - 827                 | - 36.8%        |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Northbound | 5,337                      | 4,374                | - 963                 | - 18.0%        |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Southbound | 4,108                      | 3,427                | - 681                 | - 16.6%        |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Northbound | 2,557                      | 1,885                | - 672                 | - 26.3%        |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Southbound | 2,682                      | 2,153                | - 529                 | - 19.7%        |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Northbound | 1,793                      | 3,435                | + 1,642               | + 91.6%        |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Southbound | 1,671                      | 3,331                | + 1,660               | + 99.3%        |
| 6       | Calder St (B763) west                         | Westbound  | -                          | -                    | -                     | -              |
| 7       | Calder St (B763) east <sup>1</sup>            | Eastbound  | 1,278                      | 1,199                | - 79                  | - 6.2%         |
| 7       | Calder St (B763) east <sup>1</sup>            | Westbound  | 1,796                      | 1,610                | - 186                 | - 10.4%        |
| 8       | Allison St west <sup>2</sup>                  | Eastbound  | 2,151                      | 2,004                | - 147                 | - 6.8%         |
| 9       | Allison St east                               | Eastbound  | -                          | -                    | -                     | -              |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Eastbound  | 3,538                      | 2,754                | - 784                 | - 22.2%        |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Westbound  | 3,095                      | 2,357                | - 738                 | - 23.8%        |
| 11      | Main St (B768), Rutherglen, east              | Eastbound  | 2,287                      | -                    | -                     | -              |
| 11      | Main St (B768), Rutherglen, east              | Westbound  | 2,295                      | -                    | -                     | -              |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Northbound | 3,037                      | 2,702                | - 335                 | - 11.0%        |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Southbound | 3,409                      | 2,859                | - 550                 | - 16.1%        |
| 13      | Dalmarnock Rd (A749)                          | Northbound | 3,285                      | 2,546                | - 739                 | - 22.5%        |
| 13      | Dalmarnock Rd (A749)                          | Southbound | 3,259                      | 2,329                | - 930                 | - 28.5%        |
| 14      | Cambuslang Rd (A724) sth of M74C              | Northbound | -                          | -                    | -                     | -              |
| 14      | Cambuslang Rd (A724) sth of M74C              | Southbound | -                          | -                    | -                     | -              |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Eastbound  | 2,678                      | 2,503                | - 175                 | - 6.5%         |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Westbound  | 3,037                      | 2,782                | - 255                 | - 8.4%         |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Eastbound  | 2,494                      | 2,384                | - 110                 | - 4.4%         |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Westbound  | 2,254                      | 2,201                | - 53                  | - 2.4%         |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Northbound | 5,597                      | 4,873                | - 724                 | - 12.9%        |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Southbound | 3,824                      | 3,176                | - 648                 | - 16.9%        |
| 18      | Barrhead Rd (A736)                            | Eastbound  | 3,376                      | 3,247                | - 129                 | - 3.8%         |
| 18      | Barrhead Rd (A736)                            | Westbound  | 3,166                      | 2,966                | - 200                 | - 6.3%         |
| 19      | Dukes Rd (B762)                               | Northbound | 1,062                      | 1,065                | + 3                   | + 0.3%         |
| 19      | Dukes Rd (B762)                               | Southbound | 1,044                      | 1,082                | + 38                  | + 3.6%         |
| 20      | Glasgow Rd (A749)                             | Northbound | 2,903                      | 4,541                | + 1,638               | + 56.4%        |
| 20      | Glasgow Rd (A749)                             | Southbound | 4,879                      | 4,617                | - 262                 | - 5.4%         |
| 21      | Stewartfield Way                              | Eastbound  | 3,703                      | 3,153                | - 550                 | - 14.9%        |
| 21      | Stewartfield Way                              | Westbound  | 3,686                      | 3,264                | - 422                 | - 11.4%        |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Eastbound  | 1,847                      | 1,951                | + 104                 | + 5.6%         |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Westbound  | 1,660                      | 1,714                | + 54                  | + 3.3%         |

‡ Before opening flows from July 2010 unless otherwise noted.

<sup>1</sup> May 2011 used rather than July 2010.

<sup>2</sup> June 2011 used rather than July 2010.

<sup>3</sup> May 2010 used rather than July 2010. August 2011 used rather than July 2011.

<sup>a</sup> September 2011 used rather than July 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‡<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|---------|---|------------|-------------------------------|-------------------------|--------------------------|-------------------|
| 1       | Cook St <sup>1</sup>                          | Westbound  | 2,893                         | 2,122                   | - 771                    | - 26.7%           |
| 2       | Cumberland St <sup>1</sup>                    | Eastbound  | 2,027                         | 1,454                   | - 573                    | - 28.3%           |
| 2       | Cumberland St <sup>1</sup>                    | Westbound  | 1,388                         | 732                     | - 656                    | - 47.3%           |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Northbound | 2,878                         | 2,117                   | - 761                    | - 26.4%           |
| 3       | Cathcart Rd (A728) <sup>1</sup>               | Southbound | 2,911                         | 2,529                   | - 382                    | - 13.1%           |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Northbound | 1,374                         | 935                     | - 439                    | - 32.0%           |
| 4       | Aikenhead Rd (A728) <sup>1</sup>              | Southbound | 1,903                         | 1,543                   | - 360                    | - 18.9%           |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Northbound | 762                           | 1,996                   | + 1,234                  | + 161.9%          |
| 5       | Polmadie Rd (B763) sth of M74C <sup>1</sup>   | Southbound | 1,416                         | 3,216                   | + 1,800                  | + 127.1%          |
| 6       | Calder St (B763) west                         | Westbound  | -                             | -                       | -                        | -                 |
| 7       | Calder St (B763) east <sup>1</sup>            | Eastbound  | 664                           | 619                     | - 45                     | - 6.8%            |
| 7       | Calder St (B763) east <sup>1</sup>            | Westbound  | 1,051                         | 1,009                   | - 42                     | - 4.0%            |
| 8       | Allison St west <sup>2</sup>                  | Eastbound  | 1,135                         | 1,001                   | - 134                    | - 11.8%           |
| 9       | Allison St east                               | Eastbound  | -                             | -                       | -                        | -                 |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Eastbound  | 1,983                         | 1,423                   | - 560                    | - 28.2%           |
| 10      | Main St (B768), Rutherglen, west <sup>1</sup> | Westbound  | 1,871                         | 1,182                   | - 689                    | - 36.8%           |
| 11      | Main St (B768), Rutherglen, east              | Eastbound  | 1,546                         | -                       | -                        | -                 |
| 11      | Main St (B768), Rutherglen, east              | Westbound  | 1,454                         | -                       | -                        | -                 |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Northbound | 1,639                         | 1,328                   | - 311                    | - 19.0%           |
| 12      | Stonelaw Rd (A749) <sup>3</sup>               | Southbound | 2,387                         | 1,969                   | - 418                    | - 17.5%           |
| 13      | Dalmarnock Rd (A749)                          | Northbound | 1,514                         | 1,126                   | - 388                    | - 25.6%           |
| 13      | Dalmarnock Rd (A749)                          | Southbound | 2,384                         | 1,643                   | - 741                    | - 31.1%           |
| 14      | Cambuslang Rd (A724) sth of M74C              | Northbound | -                             | -                       | -                        | -                 |
| 14      | Cambuslang Rd (A724) sth of M74C              | Southbound | -                             | -                       | -                        | -                 |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Eastbound  | 1,725                         | 1,498                   | - 227                    | - 13.2%           |
| 15      | Glasgow Rd (A724) <sup>1</sup>                | Westbound  | 1,837                         | 1,553                   | - 284                    | - 15.5%           |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Eastbound  | 1,396                         | 1,299                   | - 97                     | - 6.9%            |
| 16      | Shettleston Rd (A89) <sup>2</sup>             | Westbound  | 972                           | 846                     | - 126                    | - 13.0%           |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Northbound | 2,915                         | 2,545                   | - 370                    | - 12.7%           |
| 17      | Dumbreck Rd (B768) <sup>a</sup>               | Southbound | 3,082                         | 2,949                   | - 133                    | - 4.3%            |
| 18      | Barrhead Rd (A736)                            | Eastbound  | 2,077                         | 2,040                   | - 37                     | - 1.8%            |
| 18      | Barrhead Rd (A736)                            | Westbound  | 2,722                         | 2,354                   | - 368                    | - 13.5%           |
| 19      | Dukes Rd (B762)                               | Northbound | 674                           | 649                     | - 25                     | - 3.7%            |
| 19      | Dukes Rd (B762)                               | Southbound | 994                           | 1,027                   | + 33                     | + 3.3%            |
| 20      | Glasgow Rd (A749)                             | Northbound | 1,894                         | 3,268                   | + 1,374                  | + 72.5%           |
| 20      | Glasgow Rd (A749)                             | Southbound | 3,544                         | 3,445                   | - 99                     | - 2.8%            |
| 21      | Stewartfield Way                              | Eastbound  | 2,618                         | 2,236                   | - 382                    | - 14.6%           |
| 21      | Stewartfield Way                              | Westbound  | 3,123                         | 2,643                   | - 480                    | - 15.4%           |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Eastbound  | 1,276                         | 1,319                   | + 43                     | + 3.4%            |
| 22      | Glasgow and Edinburgh Rd (A8)                 | Westbound  | 1,246                         | 1,258                   | + 12                     | + 1.0%            |

‡ Before opening flows from July 2010 unless otherwise noted.

<sup>1</sup> May 2011 used rather than July 2010.

<sup>2</sup> June 2011 used rather than July 2010.

<sup>3</sup> May 2010 used rather than July 2010. August 2011 used rather than July 2011.

<sup>a</sup> September 2011 used rather than July 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               | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|--|-------------------------|-------------------------|--------------------------|-------------------|
| a-1  | M8 J13 to J14                                | 77,209                  | 68,290                  | - 8,919                  | - 11.6%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 11,391                  | 10,080                  | - 1,311                  | - 11.5%           |
| c  | Duke Street <sup>1</sup>                     | 7,008                   | 9,651                   | + 2,643                  | + 37.7%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 5,630                   | 4,403                   | - 1,227                  | - 21.8%           |
| e  | London Road (A74)*                           | 9,520                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 8,788                   | 6,508                   | - 2,280                  | - 25.9%           |
| g-1  | M74C Cambuslang (J2) to Polmadie (J1a)       | -                       | 27,892                  | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 8,864                   | 5,947                   | - 2,917                  | - 32.9%           |
| i  | Blairbeth Road (A730)                        | 5,525                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 2,123                   | 1,729                   | - 394                    | - 18.5%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 13,623                  | 11,742                  | - 1,881                  | - 13.8%           |
| l-1  | A726   | 14,219                  | 12,289                  | - 1,930                  | - 13.6%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 2,116                   | 1,962                   | - 154                    | - 7.3%            |
| <b>Total for Westbound crossing direction§</b> |  | <b>150,971</b>          | <b>160,493</b>          | <b>+ 9,522</b>           | <b>+ 6.3%</b>     |
| a-2  | M8 J14 to J13                                | 82,557                  | 71,041                  | - 11,516                 | - 13.9%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 7,776                   | 6,943                   | - 833                    | - 10.7%           |
| c  | Duke Street <sup>1</sup>                     | 9,538                   | 7,618                   | - 1,920                  | - 20.1%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 4,643                   | 3,740                   | - 903                    | - 19.5%           |
| e  | London Road (A74)*                           | 9,385                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 8,435                   | 5,942                   | - 2,493                  | - 29.6%           |
| g-2  | M74C Polmadie (J1a) to Cambuslang (J2)       | -                       | 29,484                  | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 9,813                   | 6,976                   | - 2,837                  | - 28.9%           |
| i  | Blairbeth Road (A730)                        | 7,142                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 2,152                   | 1,705                   | - 447                    | - 20.8%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 12,745                  | 11,089                  | - 1,656                  | - 13.0%           |
| l-2  | A726   | 14,429                  | 12,467                  | - 1,962                  | - 13.6%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 1,991                   | 1,886                   | - 105                    | - 5.3%            |
| <b>Total for Eastbound crossing direction§</b> |  | <b>154,079</b>          | <b>158,891</b>          | <b>+ 4,812</b>           | <b>+ 3.1%</b>     |

\* 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.

<sup>1</sup> May 2011 used rather than July 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               | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|--|-------------------------|-------------------------|--------------------------|-------------------|
| a-1  | M8 J13 to J14                                | 17,425                  | 16,224                  | - 1,201                  | - 6.9%            |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 2,693                   | 2,113                   | - 580                    | - 21.5%           |
| c  | Duke Street <sup>1</sup>                     | 1,544                   | 1,637                   | + 93                     | + 6.0%            |
| d  | Gallowgate (A89) <sup>1</sup>                | 1,533                   | 998                     | - 535                    | - 34.9%           |
| e  | London Road (A74)*                           | 2,724                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 2,322                   | 1,586                   | - 736                    | - 31.7%           |
| g-1  | M74C Cambuslang (J2) to Polmadie (J1a)       | -                       | 5,198                   | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 1,760                   | 997                     | - 763                    | - 43.4%           |
| i  | Blairbeth Road (A730)                        | 1,276                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 370                     | 242                     | - 128                    | - 34.6%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 3,404                   | 2,579                   | - 825                    | - 24.2%           |
| l-1  | A726   | 3,166                   | 2,614                   | - 552                    | - 17.4%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 561                     | 454                     | - 107                    | - 19.1%           |
| <b>Total for Westbound crossing direction§</b> |  | <b>34,778</b>           | <b>34,642</b>           | <b>- 136</b>             | <b>+ 0.4%</b>     |
| a-2  | M8 J14 to J13                                | 14,111                  | 12,037                  | - 2,074                  | - 14.7%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 1,159                   | 943                     | - 216                    | - 18.6%           |
| c  | Duke Street <sup>1</sup>                     | 1,430                   | 1,014                   | - 416                    | - 29.1%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 549                     | 442                     | - 107                    | - 19.5%           |
| e  | London Road (A74)*                           | 1,272                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 1,100                   | 744                     | - 356                    | - 32.4%           |
| g-2  | M74C Polmadie (J1a) to Cambuslang (J2)       | -                       | 7,653                   | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 1,900                   | 1,103                   | - 797                    | - 41.9%           |
| i  | Blairbeth Road (A730)                        | 1,141                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 617                     | 377                     | - 240                    | - 38.9%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 2,900                   | 2,200                   | - 700                    | - 24.1%           |
| l-2  | A726   | 3,557                   | 3,075                   | - 482                    | - 13.6%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 317                     | 269                     | - 48                     | - 15.1%           |
| <b>Total for Eastbound crossing direction§</b> |  | <b>27,640</b>           | <b>29,857</b>           | <b>+ 2,217</b>           | <b>+ 8.0%</b>     |

\* 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.

<sup>1</sup> May 2011 used rather than July 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               | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|--|-------------------------|-------------------------|--------------------------|-------------------|
| a-1  | M8 J13 to J14                                | 28,340                  | 24,764                  | - 3,576                  | - 12.6%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 4,112                   | 3,726                   | - 386                    | - 9.4%            |
| c  | Duke Street <sup>1</sup>                     | 2,639                   | 3,119                   | + 480                    | + 18.2%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 2,121                   | 1,767                   | - 354                    | - 16.7%           |
| e  | London Road (A74)*                           | 3,424                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 3,285                   | 2,546                   | - 739                    | - 22.5%           |
| g-1  | M74C Cambuslang (J2) to Polmadie (J1a)       | -                       | 8,782                   | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 3,095                   | 2,357                   | - 738                    | - 23.8%           |
| i  | Blairbeth Road (A730)                        | 1,754                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 679                     | 614                     | - 65                     | - 9.6%            |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 4,262                   | 3,917                   | - 345                    | - 8.1%            |
| l-1  | A726   | 4,439                   | 4,002                   | - 437                    | - 9.8%            |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 704                     | 700                     | - 4                      | - 0.6%            |
| <b>Total for Westbound crossing direction§</b> |  | <b>53,676</b>           | <b>56,294</b>           | <b>+ 2,618</b>           | <b>+ 4.9%</b>     |
| a-2  | M8 J14 to J13                                | 29,841                  | 25,381                  | - 4,460                  | - 14.9%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 2,828                   | 2,524                   | - 304                    | - 10.7%           |
| c  | Duke Street <sup>1</sup>                     | 3,580                   | 3,098                   | - 482                    | - 13.5%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 2,160                   | 1,817                   | - 343                    | - 15.9%           |
| e  | London Road (A74)*                           | 3,583                   | -                       | -                        |                   |
| f  | Dalmarnock Road (A749)*                      | 3,259                   | 2,329                   | - 930                    | - 28.5%           |
| g-2  | M74C Polmadie (J1a) to Cambuslang (J2)       | -                       | 9,104                   | -                        |                   |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 3,538                   | 2,754                   | - 784                    | - 22.2%           |
| i  | Blairbeth Road (A730)                        | 2,303                   | -                       | -                        |                   |
| j  | Cathkin Road (B759) <sup>1</sup>             | 644                     | 597                     | - 47                     | - 7.3%            |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 4,173                   | 3,854                   | - 319                    | - 7.6%            |
| l-2  | A726   | 4,402                   | 3,844                   | - 558                    | - 12.7%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 679                     | 683                     | + 4                      | + 0.6%            |
| <b>Total for Eastbound crossing direction§</b> |  | <b>55,104</b>           | <b>55,985</b>           | <b>+ 881</b>             | <b>+ 1.6%</b>     |

\* 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.

<sup>1</sup> May 2011 used rather than July 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               | July 2010<br>(vehicles) | July 2011<br>(vehicles) | Difference<br>(vehicles) | Difference<br>(%) |
|--|--|-------------------------|-------------------------|--------------------------|-------------------|
| a-1  | M8 J13 to J14                                | 13,145                  | 12,360                  | - 785                    | - 6.0%            |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 2,384                   | 2,004                   | - 380                    | - 15.9%           |
| c  | Duke Street <sup>1</sup>                     | 1,274                   | 1,695                   | + 421                    | + 33.0%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 1,008                   | 808                     | - 200                    | - 19.8%           |
| e  | London Road (A74)*                           | 1,809                   | -                       | -                        | -                 |
| f  | Dalmarnock Road (A749)*                      | 1,514                   | 1,126                   | - 388                    | - 25.6%           |
| g-1  | M74C Cambuslang (J2) to Polmadie (J1a)       | -                       | 7,734                   | -                        | -                 |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 1,871                   | 1,182                   | - 689                    | - 36.8%           |
| i  | Blairbeth Road (A730)                        | 1,280                   | -                       | -                        | -                 |
| j  | Cathkin Road (B759) <sup>1</sup>             | 713                     | 517                     | - 196                    | - 27.5%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 3,497                   | 2,966                   | - 531                    | - 15.2%           |
| l-1  | A726   | 4,241                   | 3,637                   | - 604                    | - 14.2%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 485                     | 467                     | - 18                     | - 3.7%            |
| <b>Total for Westbound crossing direction§</b> |  | <b>30,132</b>           | <b>34,496</b>           | <b>+ 4,364</b>           | <b>+ 14.5%</b>    |
| a-2  | M8 J14 to J13                                | 19,448                  | 17,409                  | - 2,039                  | - 10.5%           |
| b  | Cumbernauld Road (A8) <sup>1</sup>           | 1,973                   | 1,804                   | - 169                    | - 8.6%            |
| c  | Duke Street <sup>1</sup>                     | 2,101                   | 1,835                   | - 266                    | - 12.7%           |
| d  | Gallowgate (A89) <sup>1</sup>                | 1,264                   | 863                     | - 401                    | - 31.7%           |
| e  | London Road (A74)*                           | 2,834                   | -                       | -                        | -                 |
| f  | Dalmarnock Road (A749)*                      | 2,384                   | 1,643                   | - 741                    | - 31.1%           |
| g-2  | M74C Polmadie (J1a) to Cambuslang (J2)       | -                       | 6,810                   | -                        | -                 |
| h  | Main Street (B768), Rutherglen <sup>1</sup>  | 1,983                   | 1,423                   | - 560                    | - 28.2%           |
| i  | Blairbeth Road (A730)                        | 2,090                   | -                       | -                        | -                 |
| j  | Cathkin Road (B759) <sup>1</sup>             | 543                     | 392                     | - 151                    | - 27.9%           |
| k  | Glasgow Southern Orbital (A727) <sup>1</sup> | 3,128                   | 2,768                   | - 360                    | - 11.5%           |
| l-2  | A726   | 3,922                   | 3,152                   | - 770                    | - 19.6%           |
| m  | Eaglesham Road (B764) <sup>1</sup>           | 667                     | 591                     | - 76                     | - 11.4%           |
| <b>Total for Eastbound crossing direction§</b> |  | <b>37,413</b>           | <b>38,690</b>           | <b>+ 1,277</b>           | <b>+ 3.4%</b>     |

\* 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.

<sup>1</sup> May 2011 used rather than July 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**

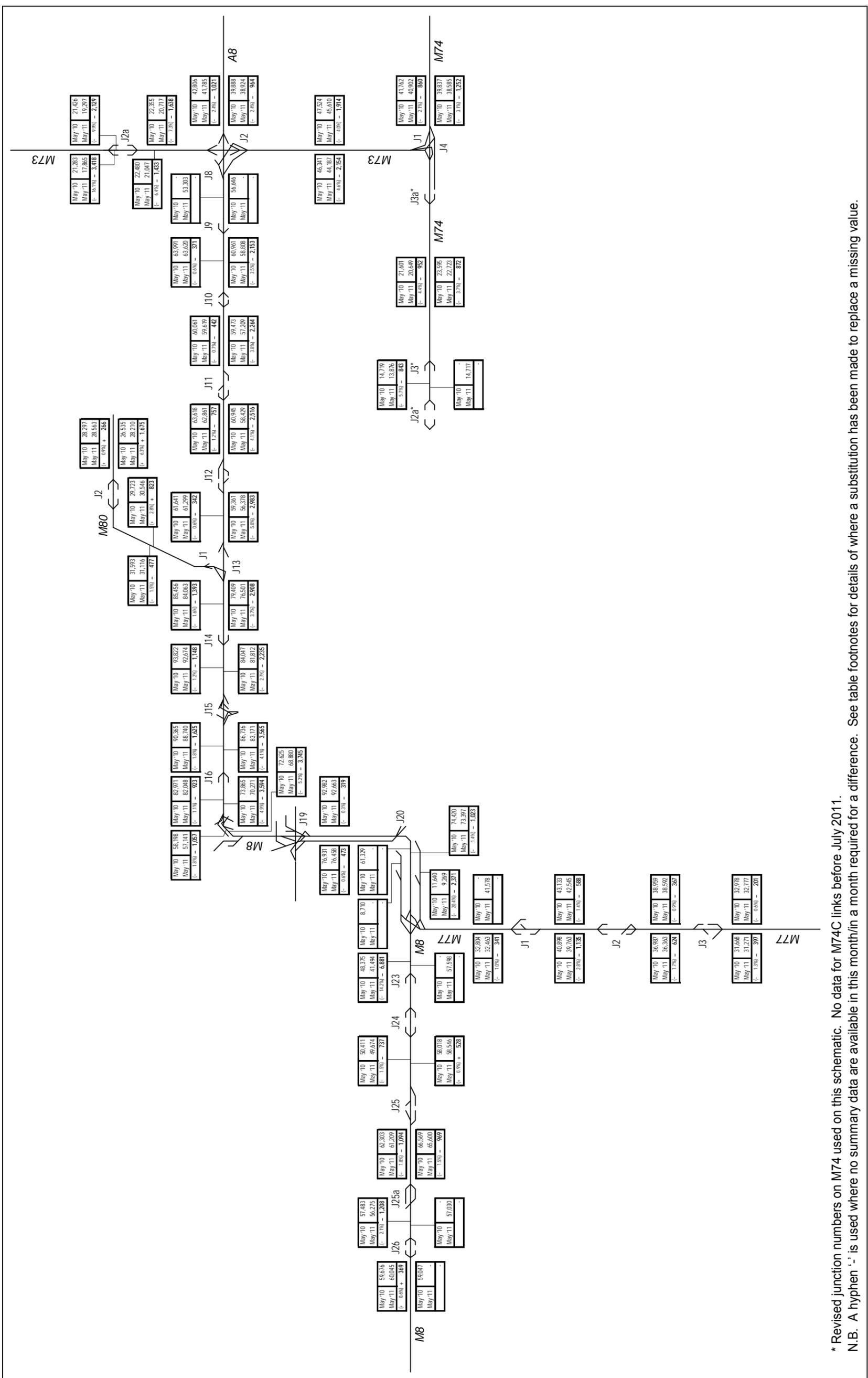
### **B.1 Background changes to traffic flows**

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)

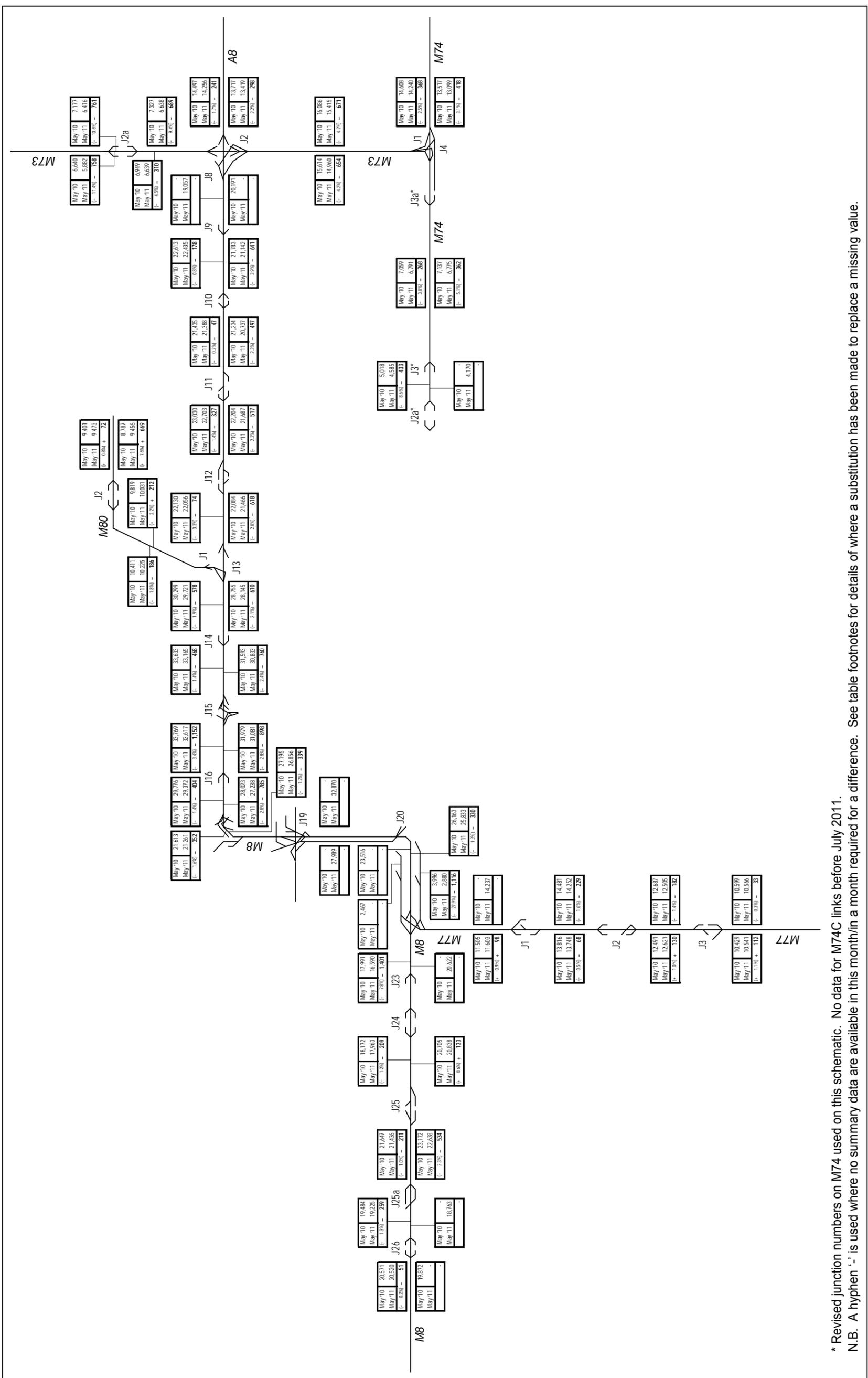




\* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.  
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing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

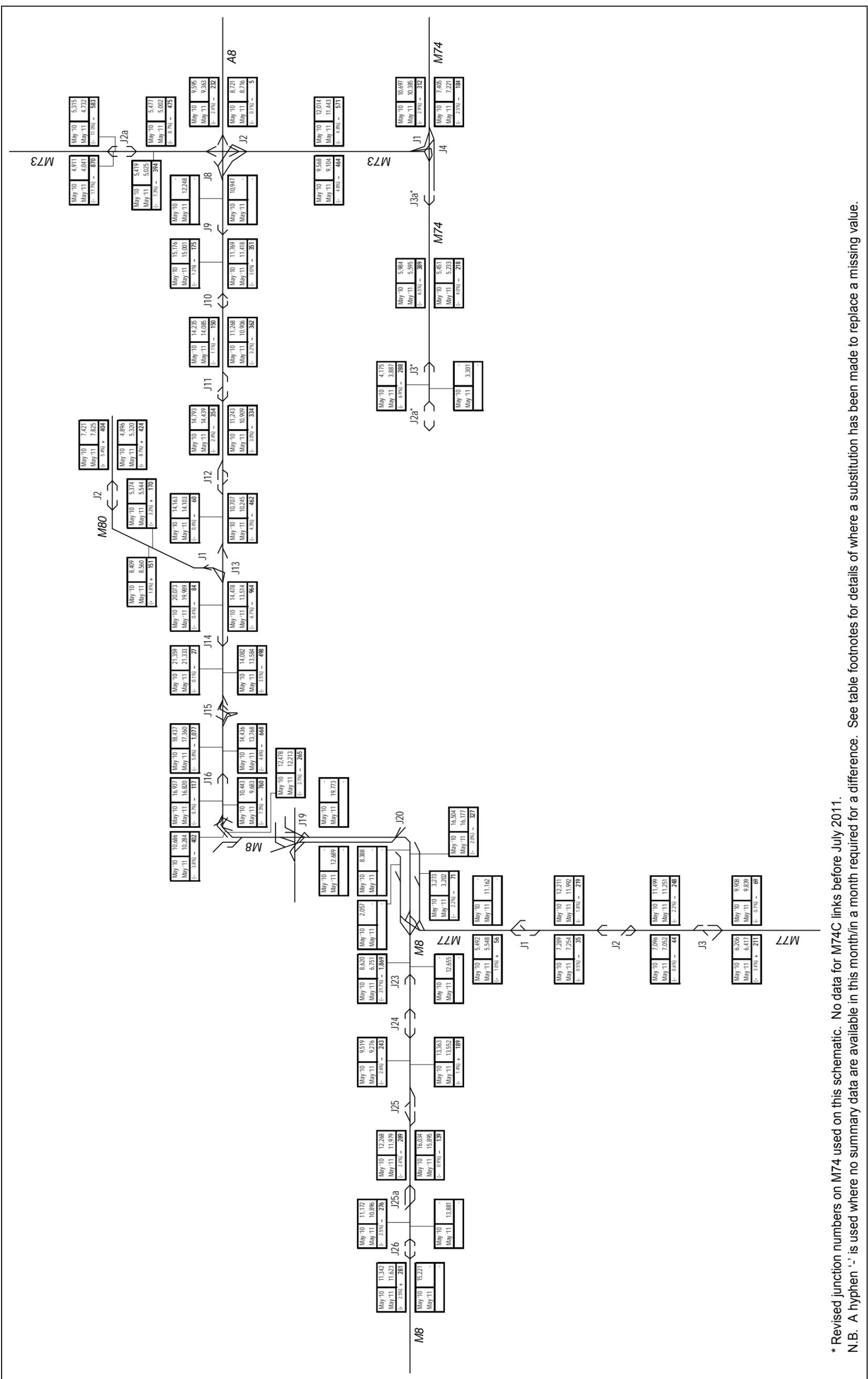
Figure B.1 : 24hr May 2010 versus May 2011 flows on strategic network





\* 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.3 : Inter-peak interval May 2010 versus May 2011 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 May 2011 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.

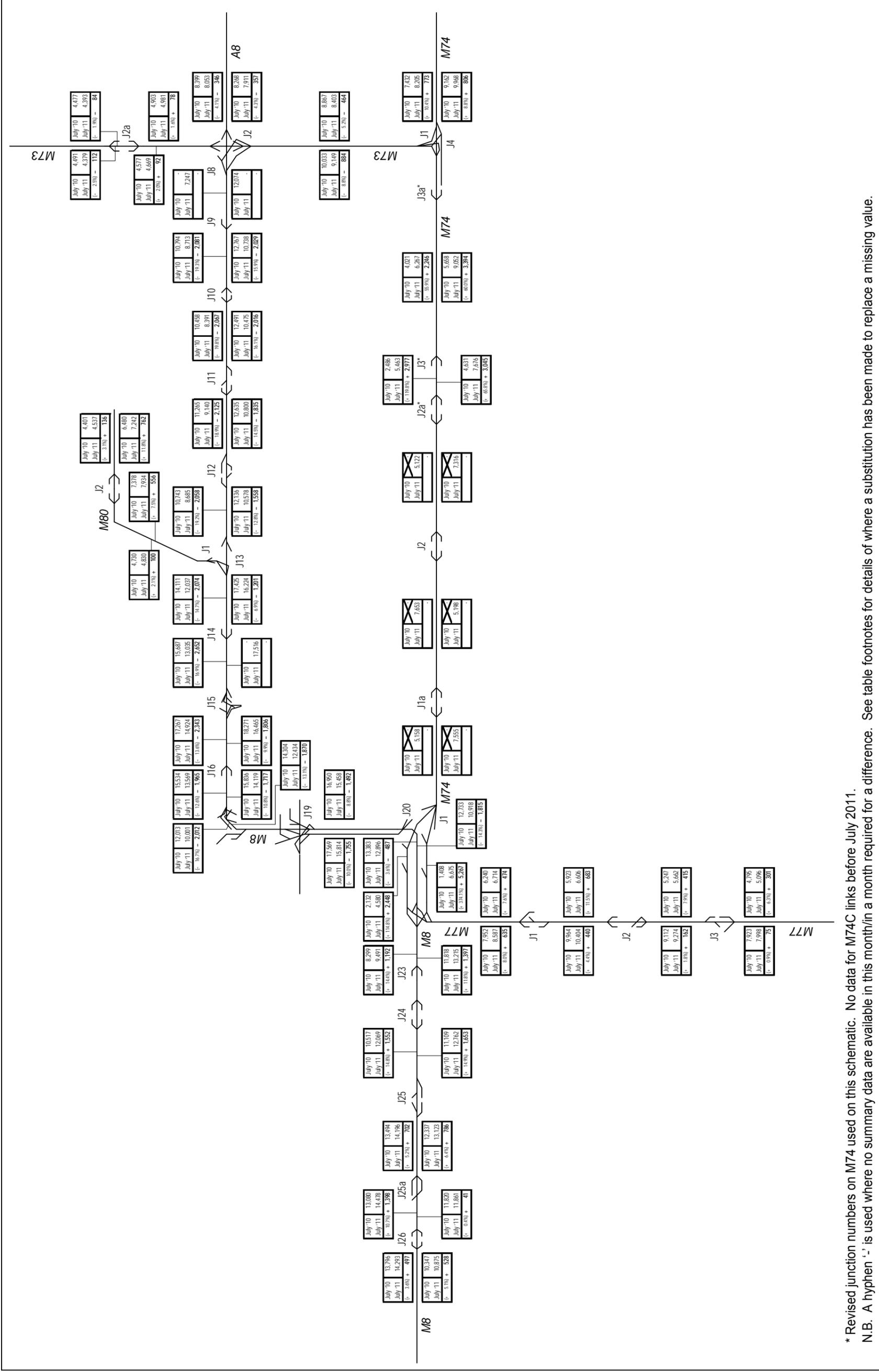
In addition to the 24hr total (Figure B.5), like the tables, the periods reported on are:

- AM interval                      07:00 – 10:00 (Figure B.6)
- 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.



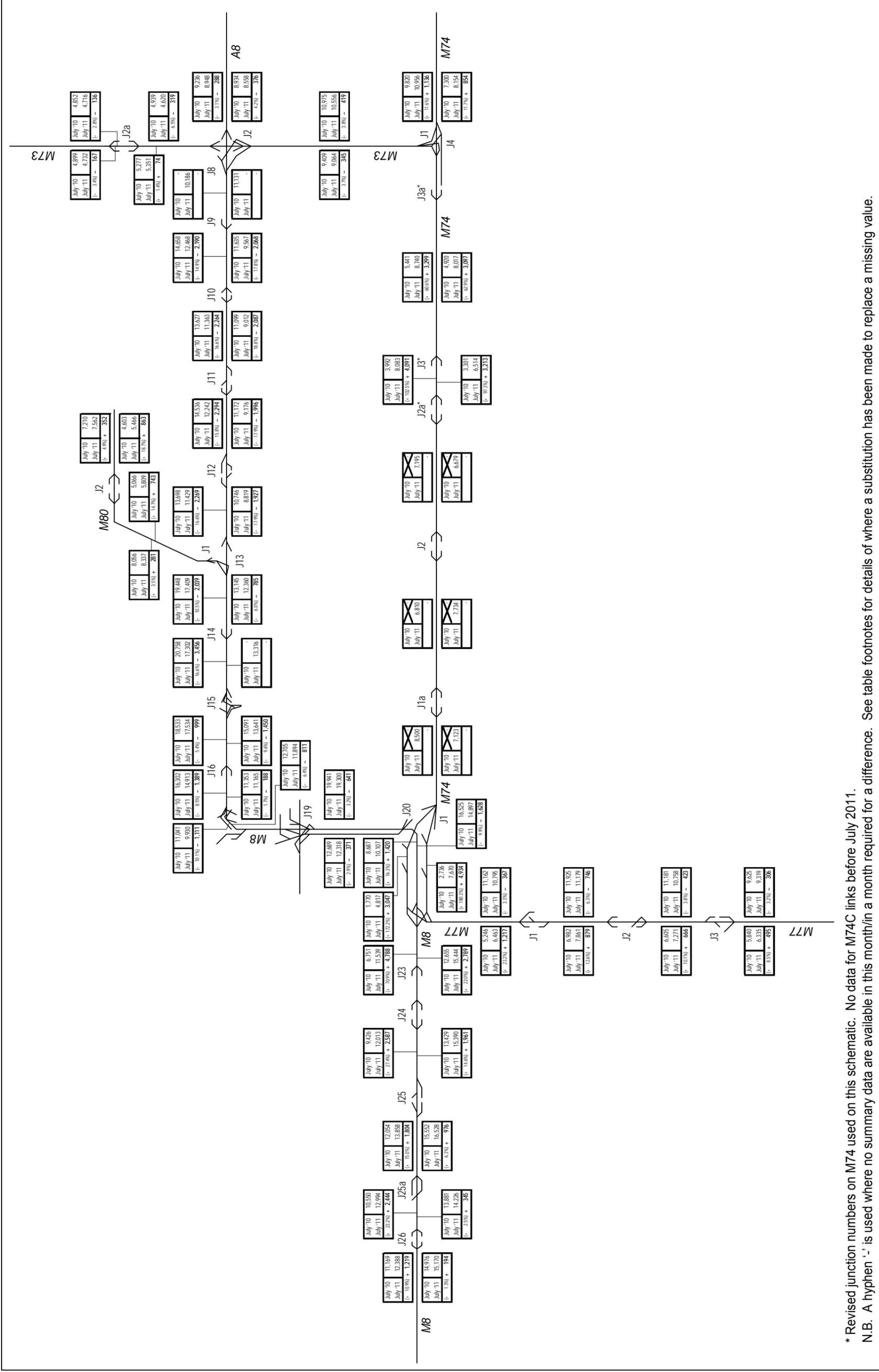




\* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.  
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing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

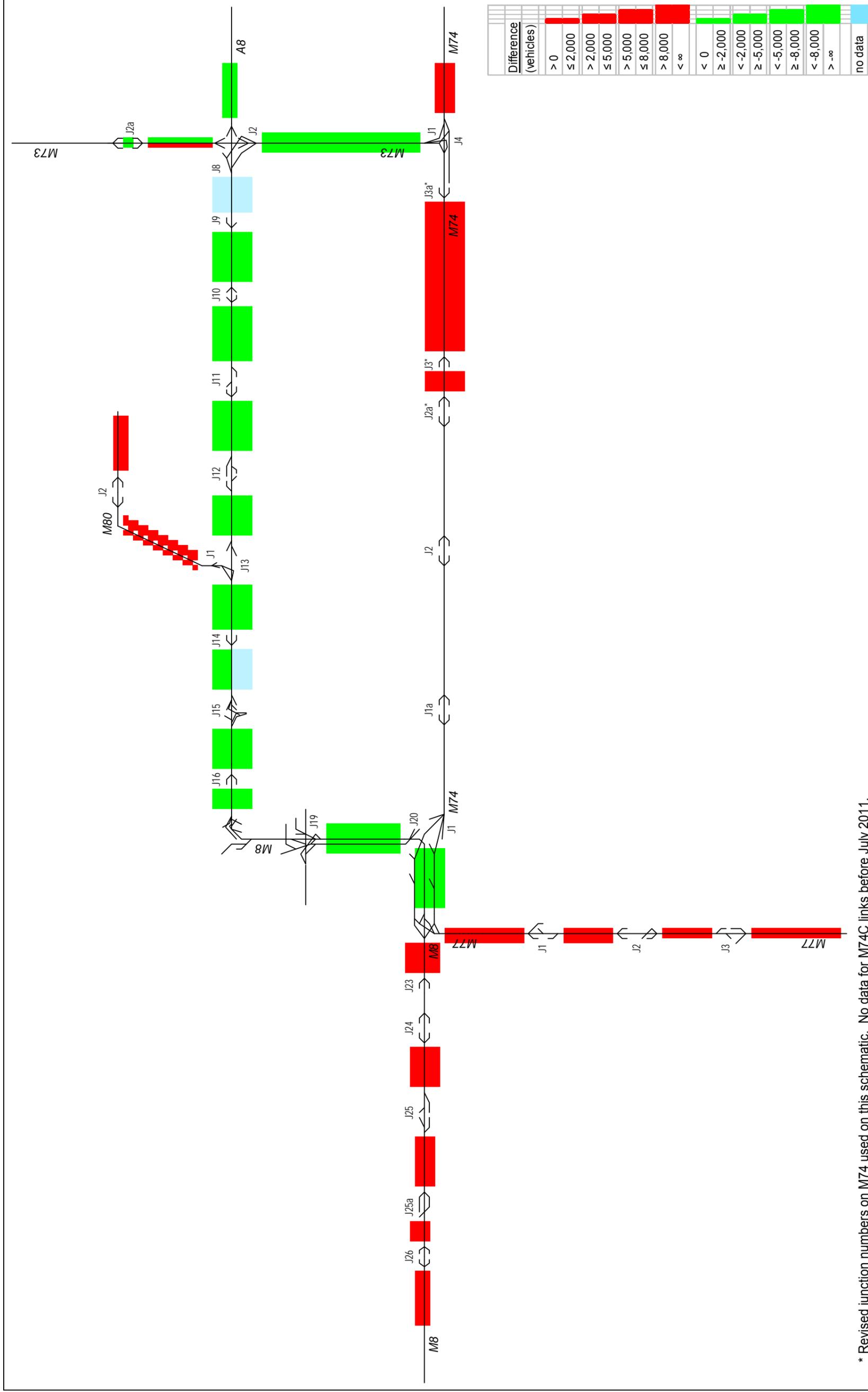
Figure B.6 : AM interval July 2010 versus July 2011 flows on strategic network





\* 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 July 2010 versus July 2011 flows on strategic network**



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

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

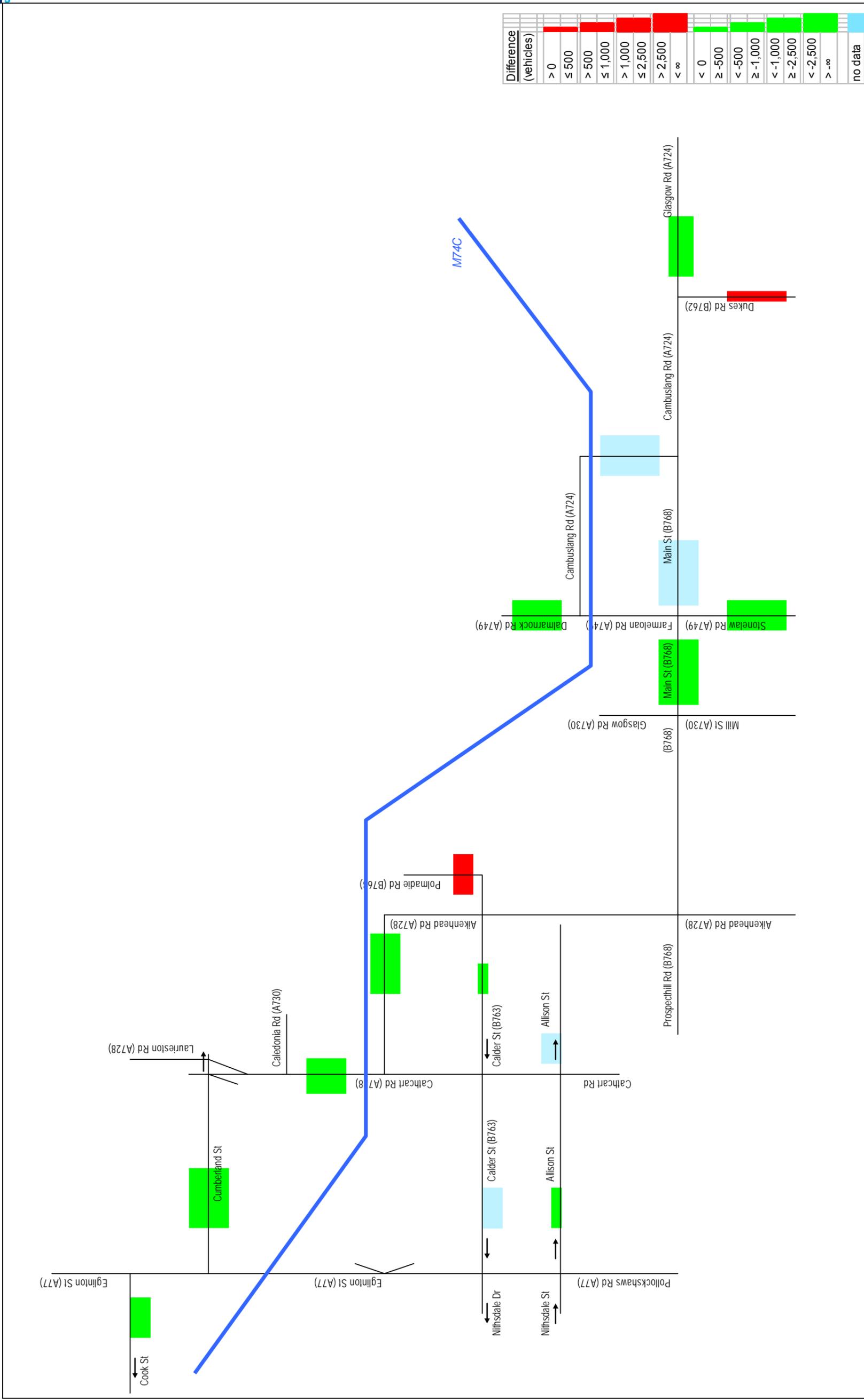
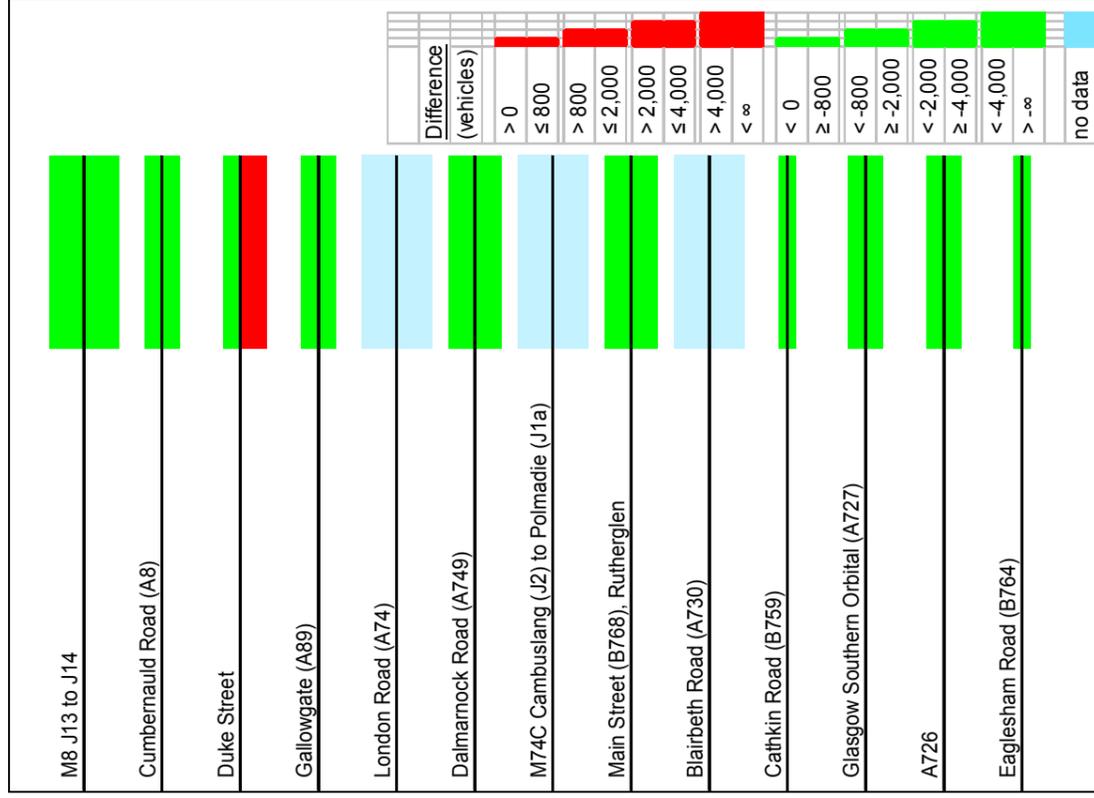


Figure B.10 : 24hr before versus after flow differences on the local road network



**Figure B.11 : 24hr before versus after flow differences on the east-west screenline**



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 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/कागजात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्प्यूनिटी 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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