

Frequently asked questions

Why are you doing this work?

Significant congestion currently occurs on the A8 between Baillieston and Newhouse, at Raith Junction on the M74 and at other key sections of the motorway network at peak times.

If nothing is done and traffic continues to grow, traffic modelling indicates that congestion on the A8 corridor will substantially increase, with traffic flows during off-peak periods tending towards the current peak levels in the coming years. This will cause significant delays throughout the day, rendering journey time reliability poor and will lead to more traffic using alternative routes, often through local communities, to avoid the A8. The M8 M73 M74 Motorway Improvements Project will upgrade the core of Scotland's motorway network and will boost Scotland's economy by improving connections between the commercial centres of Glasgow and Edinburgh and beyond. In addition, the completed works will create a safer environment for road users, cyclists and pedestrians alike.

What does the work involve?

The M8 M73 M74 Motorway Improvements project includes the following:

- Construction of a new motorway between Baillieston and Newhouse to complete the M8;
- Upgrade of the existing M8 motorway between Easterhouse and Baillieston;
- Upgrade of the M73 between Baillieston and Maryville that links the M8 and the M74;
- Upgrade of the M74 motorway between Daldowie and Hamilton;
- Major improvement of the Raith Interchange , which connects the M74 with the A725;
- Construction of an A8 all-purpose road between Baillieston and Newhouse, incorporating upgraded parts of the existing A8.

What benefits will this project bring to the economy once completed?

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

- Improving journey times and journey time reliability through the Central Scotland motorway network; with up to 18 minutes journey time saving at peak times for vehicles using the busiest sections of the M8 each day.
- Helping promote sustainable economic growth by improving access to facilities and employment areas.
- Reducing emissions and tackling climate change by improving air quality.
- Reducing the time to transport goods and services.
- Better connectivity between Glasgow and Edinburgh and to the south.
- Cutting congestion and improving road safety through the reduction of traffic on local roads, reducing lane changing and helping prevent weaving between lanes.

- The project will also deliver new and improved pedestrian and cycle routes.

When will the M8 M73 M74 Motorway Improvements open to traffic?

It is anticipated that construction will commence in early 2014 with completion during 2017.

Has SRP made any pledges to use local labour, suppliers and sub-contractors? Is it being encouraged to do so?

The project is likely to support a significant number of construction jobs in the area and SRP has signed-up to a skills pledge in this regard. The project is of a similar scale to the completion of the M74 which directly supported 900 construction jobs at its peak and will, in addition, bring community benefits such as:

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

Are you investing in public transport in Central Scotland?

The M8 M73 M74 Motorway Improvements Project has been developed alongside a package of other complementary improvements in the corridor, the most significant of these being the opening of Airdrie – Bathgate Railway.

Which junctions are going to be affected by the works?

The new M8 will provide motorway junctions at Baillieston, Shawhead, Eurocentral and Newhouse with new and improved local junctions to the upgraded A8 and provide an additional lane for eastbound traffic (an increase to 4 lanes) between Junction 10 (Easterhouse) and Junction 8 (Baillieston);

The new A8 will provide a Trunk Road local distributor route that connects to the new M8 motorway via improved local junctions.

M74 Junction 3 (Daldowie), Junction 4 (Maryville) and Junction 5 (Raith) will be improved.

Improvements will also be provided on the A725, both at Shawhead and at Orbiston junctions.

How many drivers are likely to be affected by the works?

The average daily flow of traffic on the key project roads is around 100,000 vehicles.

What will be done to reduce disruption to drivers during construction?

There are contractual requirements for SRP to minimise disruption to traffic during the project. A large proportion of the new M8 motorway construction, between Baillieston and Newhouse, is being built off line, to the south of the existing A8, therefore disruption to traffic from this construction is likely to be minimal. Where the new works interface with existing roads, at Raith and between Shawhead and Newhouse for example, measures will be put in place to minimise traffic disruption, particularly at peak times.

SRP's proposals to manage the traffic flow during the works will be subject to scrutiny by the Police, Transport Scotland and Local Authorities (where appropriate) prior to being implemented.

How long are delays likely to be at peak times?

Road users should expect some disruption to the traffic flow during the construction period and should allow additional time for journeys during this period. Transport Scotland will be working closely with SRP to minimise disruption to traffic during the works.

Advance notice of traffic management will be provided to the general public via local media and the internet and traffic information will be available on the Transport Scotland website at:

<http://www.trafficscotland.org/>

Information on any disruptions will be publicised in advance at appropriate stages during the works.

SRP's proposals to manage the traffic flow during the works will be subject to scrutiny by the Police, Transport Scotland and Local Authorities (where appropriate) prior to being implemented.

What kind of traffic management will there be?

Traffic management will vary along the route and during the works and will be reviewed on an ongoing basis as the project develops. These measures may include options such as; temporary speed restrictions, temporary lane closures, advance traffic signs and temporary traffic lanes as and when appropriate.

The Police will continue to enforce the legal speed limits in place at any particular time on any part of the road network as normal.

Will there be safety cameras?

We currently anticipate that safety cameras may be used on the project, however, the details will be subject to consultation with the necessary organisations, including the Police, as part of the consideration of the contractor's proposals for the project.

The contractor's proposals may include various types of traffic management and the most suitable method will be implemented to protect the safety of the road users and the construction workforce.

Will other work take place on these roads during this project?

SRP is to be responsible for the maintenance of the road network as part of the project, which will include coordinating with others undertaking necessary works adjacent to or within the project roads.

What alternatives are there to driving along the M8?

An alternative route between Edinburgh and Glasgow exists along the M80/M9 corridor. However Transport Scotland will be working closely with the contractor to minimise disruption to traffic along the M8 corridor during the construction period.

My bus drives along the M8 – will it still run?

The M8/A8 road will remain in operation throughout the programme of works and Transport Scotland will be working closely with SRP to minimise any disruption to traffic. Any specific queries in relation to bus services should be addressed to the relevant bus company.

Will there be more public transport along the route?

The roads will remain in operation and Transport Scotland will be working closely with the contractor to minimise disruption to traffic during the works. Any specific queries in relation to bus or train services should be addressed to the relevant company. It is not considered necessary to provide additional public transport along the route during the works.

Will diversions be advertised in advance?

Where necessary for the safety of the road users and the construction workforce there may be a variety of measures put in place on parts of the road network to manage traffic flows through the works.

These measures may include; temporary speed restrictions, temporary lane closures, temporary diversions, advance traffic signs and temporary traffic lanes. The general public will be informed of all traffic management measures via local media, this website and traffic information will be available on the Transport Scotland website at:

<http://www.trafficscotland.org/>

Traffic management proposals will be subject to scrutiny by the Police, Transport Scotland and Local Authorities (where appropriate) prior to being implemented.

What consultation has taken place in relation to the M8 M73 M74 Motorway Improvements?

Extensive consultations took place during the development of the various construction elements that form the project which were promoted as various schemes.

Consultees and the public were provided with the opportunity to comment on various issues including environmental impacts.

All affected landowners have been consulted independently of the general consultation process.

You can read more about our community engagement here:

www.transportscotland.gov.uk/road/projects/m8m73m74/community-engagement

How have you assessed the impact on the environment and what is being done to minimise any impact on it?

A Comprehensive Environmental Impact Assessment has been carried out and the results published in the Environmental Statements, in accordance with the Environmental Impact Assessment (Scotland) Regulations 1999.

This is one of the largest infrastructure developments currently underway in Scotland. Some impact on the environment is inevitable, but through the many comprehensive studies and surveys that have been undertaken, mitigation measures have been implemented to alleviate the impact as far as possible.

What are the proposed mitigation measures?

A number of mitigation measures are provided as part of the project, including mammal tunnels, fences and bridges to enable species to continue to move within their habitats without the need to interact with traffic, noise attenuation barriers, and sustainable drainage systems.

What measures are being taken to address road traffic noise from the scheme?

Road traffic noise impacts were studied in detail and the approach to mitigation reported in the Environmental Statements.

The scheme design includes appropriate mitigation where necessary and practicable and this takes the form of, for example, earth bunds or fencing, in keeping with the local environment and low noise road surfacing.

When will people know if they are entitled to noise insulation and what will be done for those who may be affected by construction noise?

Properties which may qualify for noise insulation were identified in the Environmental Statements.

Further assessments will be carried out in accordance with the Noise Insulation (Scotland) Regulations 1975. This includes noise surveys pre and post construction and at years 5, 10 and 15 after opening of the road.

Any property which meets the specified criteria will be eligible for noise insulation in accordance with these Regulations.

The local authority will set acceptable noise criteria for the construction works, will monitor the works where necessary to assess compliance and any concerns in this regard should be raised with them.

SRP will provide a liaison officer for local communities to raise any issues. Transport Scotland will monitor SRP's management of this process.

What is the overall project cost?

The overall project cost consists of the costs paid to SRP through the contract and the direct public sector costs; for land, scheme preparation and design, ground investigations, utility works and supervision of the works.

The overall Net Present Value (spending calculated to a common base as a cost today) of the project costs is around £500m. This represents a construction cost of £310m which is significantly below the pre-tender estimate for the construction cost of £415m.

What will happen during other big events such as football matches or concerts taking place in or around Glasgow?

SRP is required to take account of such events when developing traffic management proposals and consulting with the Police and road authorities. All proposals will be subject to scrutiny by the Police, Transport Scotland and Local Authorities (where appropriate) prior to being implemented.