



M8 M73 M74 Motorway Improvements Project

October 2013



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Introduction

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

The M8 is the busiest motorway in Scotland and among the most heavily used in the UK.

The M8 M73 M74 Motorway Improvements project includes the:

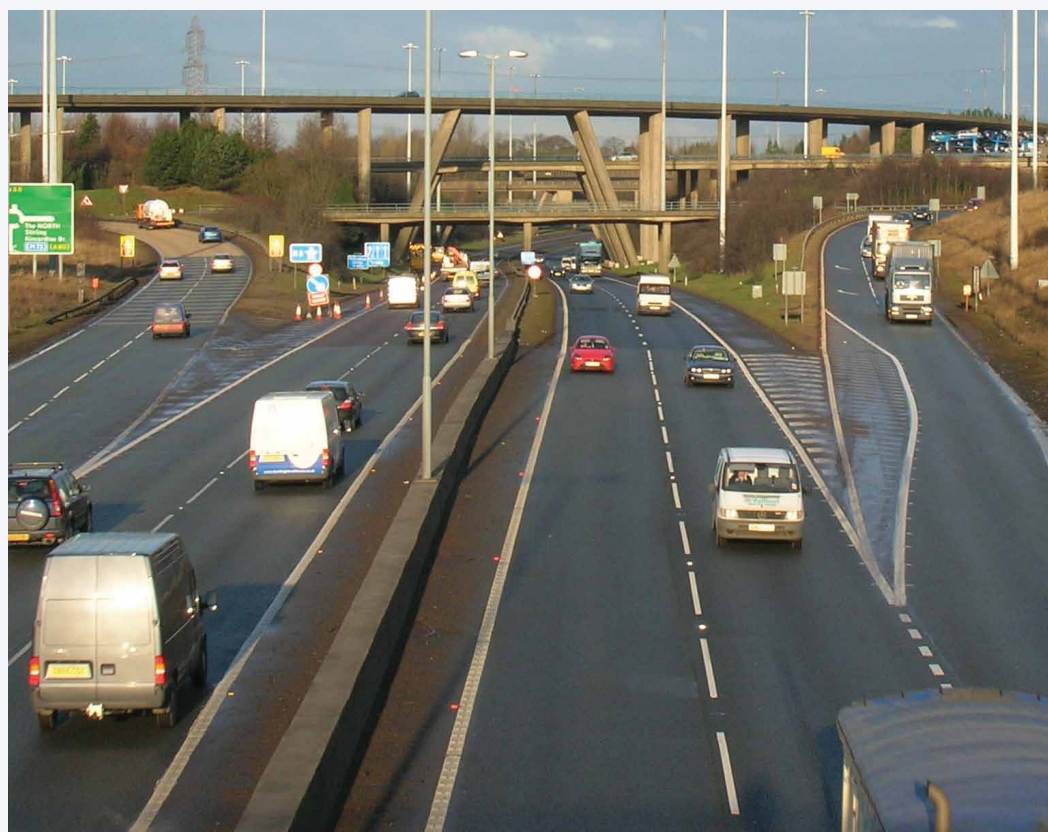
- **construction of a new motorway between Baillieston and Newhouse to complete the M8**
- **upgrade of the existing M8 motorway between Easterhouse and Baillieston**
- **upgrade of the M73 between Baillieston and Maryville that links the M8 and the M74**
- **upgrade of the M74 motorway between Daldowie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

The project is now in its final stages prior to construction.

This leaflet provides a summary of the exhibition panels including the background and benefits of the project, what the construction will mean to local communities and road users and what happens next.



M8 Junction 8/M73 Junction 2 Baillieston Interchange



Current status

The procurement competition for the project is being undertaken in accordance with European and UK regulations. Following detailed evaluation of submissions, Scottish Roads Partnership ranked the highest and was identified as preferred bidder.

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

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

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Why the project is necessary

The A8 trunk road between Baillieston and Newhouse is subject to high volumes of traffic which can lead to significant congestion. Traffic modelling indicates that congestion on the A8 corridor will increase in the coming years.

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

Severe traffic congestion exists at Raith Junction and there are also significant queues on the A725 in both directions at the Raith roundabout.

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

A8 Eurocentral Junction



M8 Junction 6 Newhouse



A8 Shawhead Junction



M8 Easterhouse to Baillieston to Newhouse

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

The new M8 will:

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

- **improve connections to the motorway link road to the M73 southbound and to the slip road to the A89 Coatbridge.**

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

Once the M8 is completed, the new A8 will:

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

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M74 Junction 5 (Raith) Improvement

The Raith Junction links the M74 motorway with the A725 Bellshill Bypass and the East Kilbride expressway.

As one of the key connections on the M74 to the south east of Glasgow, the junction and its roundabout carry a high volume of road users.

The improvement works include:

- **provision of an underpass below the existing roundabout for the A725 free flow link and three major bridges to carry the motorway and roundabout over this underpass**
- **provision of a new section of A725 trunk road to form the free flow link under the roundabout**
- **realignment of the Raith roundabout on the south of the M74 and removal of the Whistleberry Toll roundabout, as part of the new A725 layout with new junctions for the connecting roads**
- **improvements to the M74 slip roads**
- **provision of new pedestrian/cyclist links to the north and south of the M74 between Bothwell**



and Strathclyde Country Park, improving accessibility. This includes crossings of the roundabout to separate pedestrians and cyclists from motorists through the majority of its route.

**M74 Junction 5
Raith**



M74 Junction 4/M73 Junction 1 Maryville Interchange

Improvements to the M73 and M74

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

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

The improvements include:

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

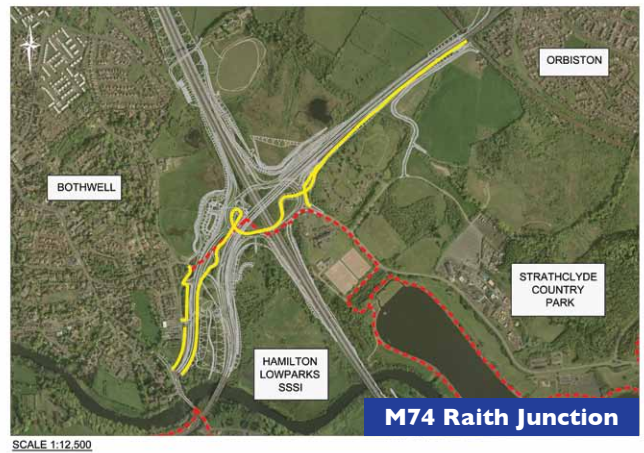
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Pedestrian and cycle routes

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



Key:



The environment

Protecting the natural environment, landscape and our cultural heritage is an important part of the M8 M73 M74 Motorway Improvements.

As with all Transport Scotland projects, the environment has been considered throughout the development of this project.

A series of comprehensive Environmental Impact Assessments were carried out to establish where appropriate mitigation may be required and where opportunities for environmental improvements may exist.

Several detailed studies and surveys were undertaken and these have identified a range of mitigation measures which will be applied throughout the project.



Traffic management during construction

This major road project incorporates an extensive area of the Central Scotland motorway network and requires the management of a high volume traffic flows using this network.

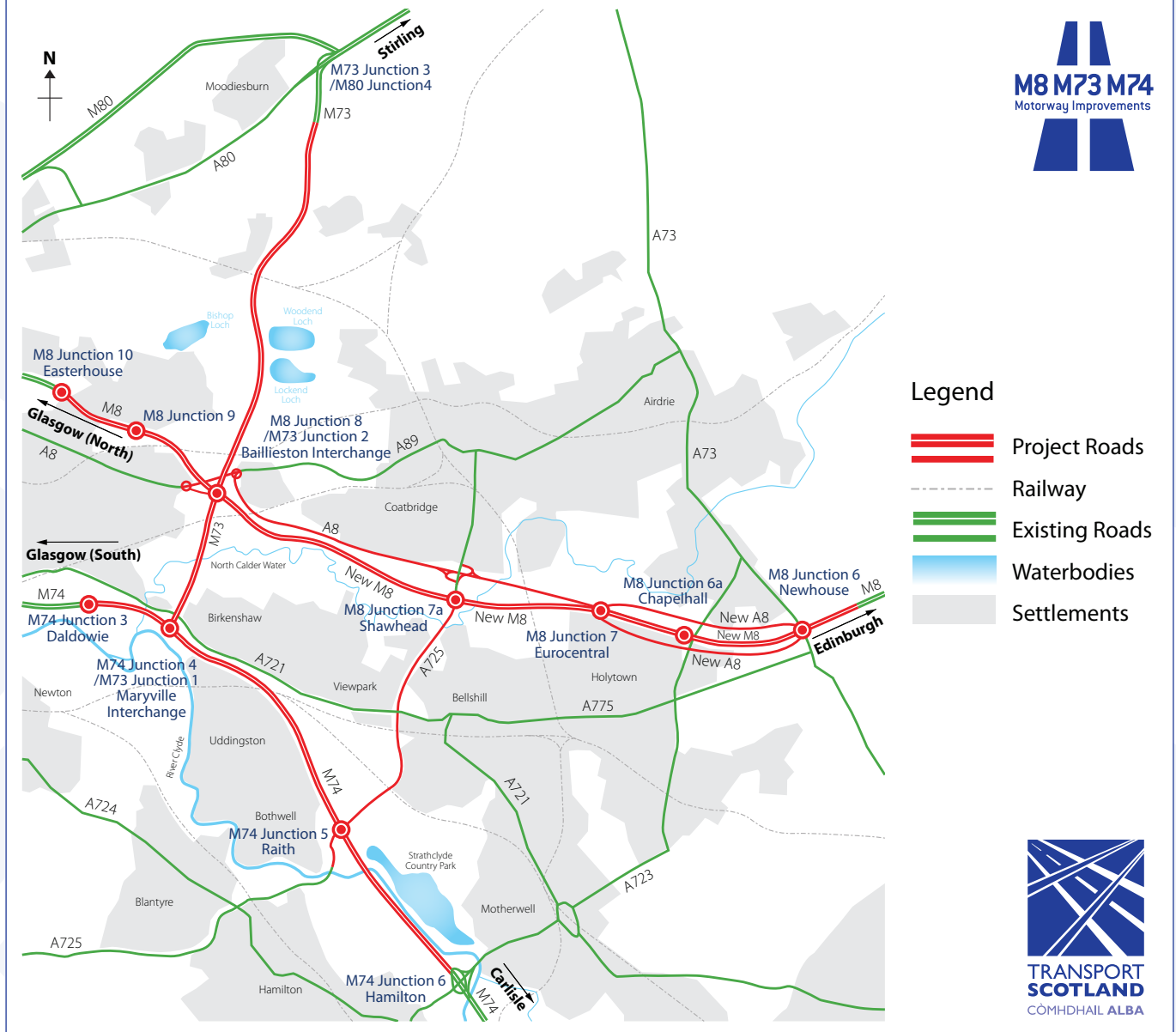
It is likely that there may be some disruption to the traffic flow during the construction phase and road users should expect to allow additional time for journeys during this stage. However, Transport Scotland will be working closely with the contractor to minimise disruption to traffic during the works.

Where necessary for the safety of the road users and the construction workforce there may be traffic management put in place on parts of the road network from time to time to manage the significant traffic flows on these strategic routes e.g. temporary speed restrictions, temporary lane closures, advance traffic signs and temporary traffic lanes.

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

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The route The route will follow the Road Orders as illustrated below:



What happens next...

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

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

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

Further information

More information is available at the project website: www.transportscotland.gov.uk/road/projects/m8m73m74

If you have any queries or comments on the project, please contact: Transport Scotland, MTRIPS, Buchanan House,

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