TRANSPORT SCOTLAND

Scottish Trunk Road Infrastructure Project Evaluation (STRIPE)

M74 Completion Scheme

One Year After Opening Evaluation

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1 SUMMARY OF IMPACTS

1.1 The M74 Completion Scheme

1.1.1 The **M74 Completion Scheme** opened to traffic in June 2011.

1.1.2 In accordance with the Scottish Transport Appraisal Guidance (STAG), Transport Scotland, as the trunk road authority, is responsible for conducting an evaluation of any new trunk road asset. The purpose of the evaluation is to demonstrate the extent to which the objectives of the project have been met and its performance against the STAG criteria including integration, accessibility and social inclusion, safety, environment and economy.

1.1.3 The Scottish Trunk Road Infrastructure Project Evaluation (STRIPE) guidance provides a framework to evaluate projects, and this report provides an evaluation of the one year after opening (1YA) impacts of the **M74 Completion Scheme**, which include:

1.2 Objectives – Is the Scheme Moving Towards its Objectives?

1.2.1 The **M74 Completion Scheme** is performing well and is moving towards it key objectives. One year after opening, the scheme has:

- provided an additional strategic transport link across the south side of Glasgow
- improved access opportunities to strategic development areas and Glasgow Airport
- provided connection with development sites in the south and east of Glasgow
- provided relief to the M8 Northern Flank between Charing Cross and Baillieston
- provided relief to the local road network through a transfer of traffic to the new route
- improved journey times for local and strategic journeys
- improved safety and reduced traffic accidents.

1.3 Process Evaluation - How well was the Project Implemented?

1.3.1 The process evaluation outcomes are captured within the independent Gateway Review reports commissioned by Scottish Government.

1.4 Operational Indicators – How well is the Project Operating?

1.4.1 Accident statistics for the 1YA following opening indicate that the **M74 Completion Scheme** is operating safely with no issues emerging.

1.4.2 The new route has attracted trips from other strategic routes across Glasgow with consequential improvements in journey times.

Observed traffic flows in the one year after opening are lower than forecast, principally due to a combination high traffic growth estimates produced as part of the initial

forecasting and the fact that the road opened to traffic against the backdrop of a recession.

1.5 Cost to Government – Has the Project Delivered Value for Money?

1.5.1 The new road provides a new strategic link for journeys across Glasgow and has helped improve access to Glasgow Airport and other key strategic commercial and industrial sites. Going forward, the new route will increase the attractiveness of prime development sites and open opportunities for regeneration of derelict land across the south and east of Glasgow and in Rutherglen and Cambuslang.

1.5.2 The transfer of traffic from local roads in Glasgow and South Lanarkshire has released capacity for other transport modes and improved road safety by reducing road accidents.

2 INTRODUCTION

2.1 Background to Evaluation

2.1.1 As the trunk road authority, Transport Scotland is responsible for carrying out an evaluation of any new trunk road asset to demonstrate the extent to which the objectives of the project have been met and its performance against STAG criteria including integration, accessibility and social inclusion, environment, safety and economy.

2.1.2 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.

2.1.3 In accordance with the Scottish Transport Appraisal Guidance (STAG), Transport Scotland requires an evaluation to be undertaken and documented for any project for which funding is provided. The evaluation should consider the how the scheme is performing in terms of its objectives, the wider STAG criteria such as integration, accessibility and social inclusion, environment, safety and economy and relevant policies at the time. The aim is 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.

2.2 STRIPE Post-Project Evaluation

2.2.1 The Scottish Trunk Road Infrastructure Project Evaluation (STRIPE) guidance provides a framework for Transport Scotland to evaluate projects delivered through its Motorway and Trunk Road Programme.

2.2.2 The STRIPE process has been designed to consider the following core questions:

- were the scheme's Transport Planning Objectives achieved and benefits realised?
- were the outturn impacts of the project as forecast?
- how well was the project implemented?

- what were the impacts on established policy directives?
- what lessons can be learnt to improve decision-making?

2.2.3 The STRIPE process is conducted at one, three and/or five year intervals following completion of a scheme:

- a One Year After evaluation (1YA) is prepared one year after opening to provide an early indication (as far as is practicable) that the project is operating as planned and is on-track to achieve its objectives. The evaluation also includes a process evaluation including an assessment of actual vs. forecast project cost, and programme together with reasons for variance.
- A Detailed Evaluation – 3 and/or 5 years (3YA/5YA) after opening. This second evaluation considers a project's impacts, whether it has achieved its objectives and reviews the actual impacts against forecasts and determines the causes of any variances.

2.3 Four Week / Sixteen Week After Evaluation

2.3.1 Following its opening in June 2011, a number of interim project evaluation reports were prepared 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* was based on data collected during the school holiday period)
- 6 months after opening – Briefing Note comparison against the Outline Business Case forecasts only.

2.3.2 These initial reports focused on traffic flows and journey times only, as this information was available when these reports were prepared.

2.3.3 The *Four Weeks After Opening Review* and the *Sixteen Weeks After Opening Review* reports are available from the Transport Scotland website.

2.4 One Year After Evaluation

2.4.1 The **M74 Completion Scheme** is the subject of a 1YA and five year after opening (5YA) evaluation process. The three year after opening (3YA) evaluation will not be conducted as it falls in 2014, the year of Scotland's Homecoming, the Commonwealth Games and the Ryder Cup. The travel patterns during 2014 would not be representative.

2.4.2 This report provides the outcome from the 1YA project evaluation.

2.4.3 The *Environmental* and *Economic* outcomes associated with the **M74 Completion Scheme** will be presented separately in reports commissioned by Glasgow City Council. Where reporting timescales allow, a summary of the findings will be included in the 5YA report.

3 SCHEME OBJECTIVES

3.1 The M74 Completion Scheme

3.1.1 The **M74 Completion Scheme** provides a connection across the southern boundary of Glasgow linking the M74 in the east with the M8 in the west. 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.

3.1.2 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 3.1.

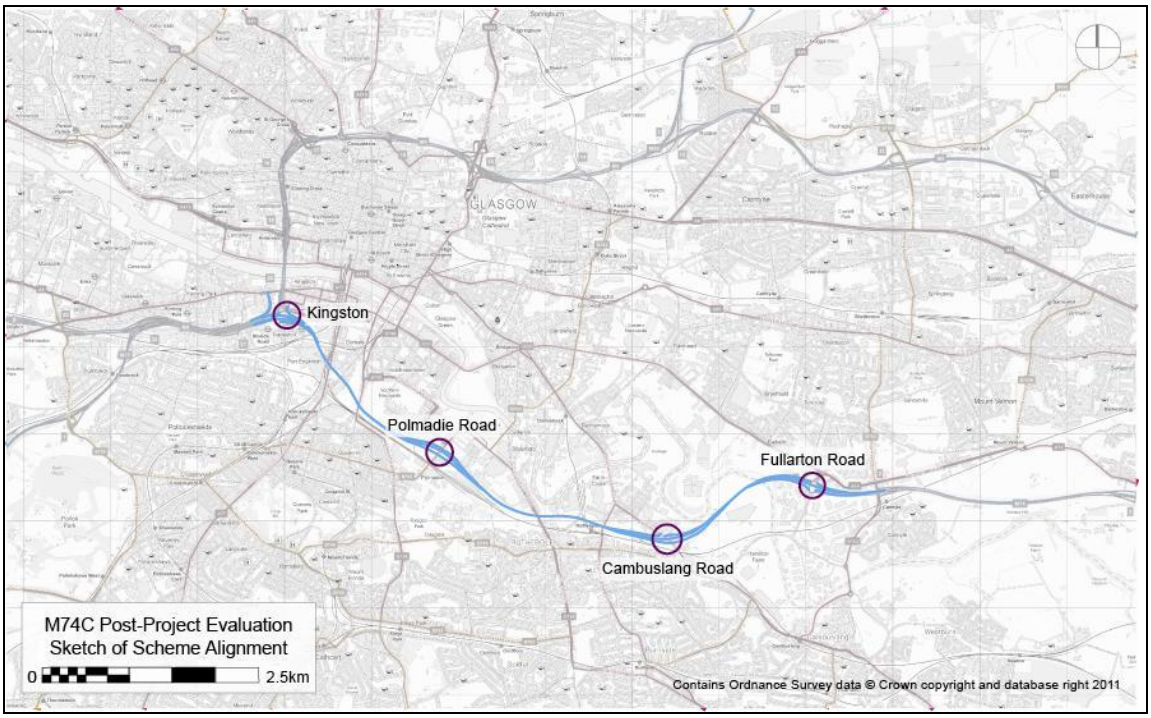


Figure 3.1 : Route Alignment and Local Network Connections

3.1.3 Construction work on the scheme began in May 2008 and was completed in June 2011. The new road was opened to traffic on the evening of Tuesday 28 June 2011.

3.2 Planning Objectives

3.2.1 The objectives for the M74 Completion scheme, as defined by the Project Partners during the early scheme assessment, included:

- 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.

3.3 Transport Objectives

3.3.1 Traffic studies carried out as part of the scheme's appraisal forecast that it 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.

3.4 Basis for 1YA Evaluation

3.4.1 The scheme's transport planning objectives form the basis for the project evaluation against which the various outcomes should be measured and are discussed in the following chapters.

4 PROCESS EVALUATION

4.1 Scope

4.1.1 The *Process Evaluation* is captured separately within the independent Gateway Review reports commissioned by Scottish Government.

4.1.2 Overall, the process evaluation is an important part of recording the "story" of the scheme as it aims to identify any success factors and lessons learnt which can be applied to the development of other schemes.

4.1.3 The Gateway Reviews are an evidence-based snapshot of the project's status at the time of the review. They reflect the views of the independent review team, based on information evaluated over a three to four day period.

4.2 Outcomes

4.2.1 The outcome from the Gateway Review 5 found:

- "The motorway is operating and delivering benefits in line with the business case and has been welcomed by road users.
- Transport Scotland, the Glasgow City Council and the contractor, Interlink, are maintaining the good working relationships in the post handover phase. Performance is being monitored and snagging and other defects are being addressed.
- A collective lessons learned exercise was undertaken in October 2011 to make sure that the experience of senior personnel who were moving on could be captured for the benefit of all organisations.
- The scheme has received a number of awards from various engineering and environmental organisations."

4.3 Process Evaluation

4.3.1 The *Process Evaluation* outcomes associated with the **M74 Completion Scheme** are captured within the independent Gateway Review reports commissioned by the Scottish Government.

5 OPERATIONAL INDICATORS

5.1 Traffic Flows – Collection and Analysis

5.1.1 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 long-term traffic flow data is available from various permanent 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.

5.1.2 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.

5.1.3 In addition to the historic long-term traffic counters controlled by the various organisations, 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 help inform the evaluation process. Both Transport Scotland and its local authority partners installed new counters to provide additional traffic information.

5.2 Traffic Flows – Data Presented in this Report

5.2.1 For this 1YA Opening Review Report traffic count data from the various ATC sites was summarised for the following before and after opening periods:

- Before Opening: June 2010 to May 2011
- After Opening: July 2011 to June 2012

5.2.2 June 2011 data was excluded given the scheme opened during this month.

5.2.3 Data for Tuesdays, Wednesdays and Thursdays, were taken to represent an average weekday during these periods. By analysing this data and removing any spurious months, e.g. months where the average weekday flow was not within 10% of the

median flow for the full 12 months data set, it was possible to obtain as robust as possible before and after opening annual average weekday flows.

5.2.4 This approach was considered more robust than simply taking one month of before and after data as it allowed any anomalies, etc., due to for example roadworks, malfunctioning counters or severe weather during December 2010 and January 2011, to be largely filtered out during the annualisation process.

5.2.5 The observed flow comparisons presented in this report are generally based on the following time periods:

- 24hr 00:00 – 23:29
- AM interval 07:00 – 10:00 (and for each hour)
- Inter-peak interval 10:00 – 16:00
- PM interval 16:00 – 19:00 (and for each hour)

5.2.6 Although the traffic flow data collected at some of ATC sites included data disaggregated into the different vehicular classifications, the flow comparisons presented in this report are based on the total flows only.+.

5.2.7 Comparisons of observed traffic flows before and after opening are presented, along with comparisons of the observed traffic flows compared with the forecast traffic flows predicted during the scheme development.

5.3 Traffic Flows - Impact of Road Works

5.3.1 The traffic flow comparisons presented in this 1YA project evaluation are based on long-term annualised traffic flow data collected at automatic traffic counter sites during the 12 months before and 12 months after the opening of the scheme. While checks and filtering processes are carried out to remove any obviously spurious data (e.g. complete days 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.

5.3.2 Any roadworks taking place for only a short period of time should be filtered out when the average monthly flows are compared against the median monthly flows for the full 12 month periods. However, where any roadworks occur for several months, these can potentially influence the median flows.

5.3.3 Across the study area, within the periods considered in this Report, i.e. May 2010 to July 2012, it is recognised that there were various long-term roadworks affecting a number of the local roads, including London Road, Dalmarnock Road, Eglinton Street, Cathcart Road, Aikenhead Road and Cumbernauld Road.

5.3.4 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
- Emirates Arena/Sir Chris Hoy Velodrome
- Commonwealth Games Athletes' Village
- Oatlands Development.

5.3.5 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.

5.3.6 With so much activity around the construction of the route and the associated impacts, combined with background works, a strong degree of care is need when attributing the likely reasons for changes in the traffic flows presented.

5.4 Traffic Flows - Background Changes

5.4.1 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. However, even without the scheme, some changes could be expected to have taken place.

5.4.2 In order to understand changes in background or natural traffic growth/change, a review was carried out of traffic comparing data for May 2010 with May 2011. In both periods, the strategic road network would have been largely 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 prior to that in 2010 for M8 carriageway widening, re-surfacing, re-lining, and new/refurbished gantries, etc.

5.4.3 The local road network traffic flow comparisons are largely confined to those locations where historic ATC sites were available. Although additional counter sites were installed as part of the scheme, these 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 5.1.

5.4.4 Changes in strategic and local road network traffic flows are presented in Tables A.1 – A.12 (Appendix A). Schematic diagrams illustrating these comparisons are also presented Figures B.1 – B.4 (Appendix B).

5.4.5 It can be seen from these strategic network flow comparisons 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%.

5.4.6 The main exceptions to this are along the M8 between J23 and J22 immediately to the west of the M77 where subsequent investigation identified a defective traffic counter site. Consequently, caution should be exercised in interpreting the datasets from this particular site.

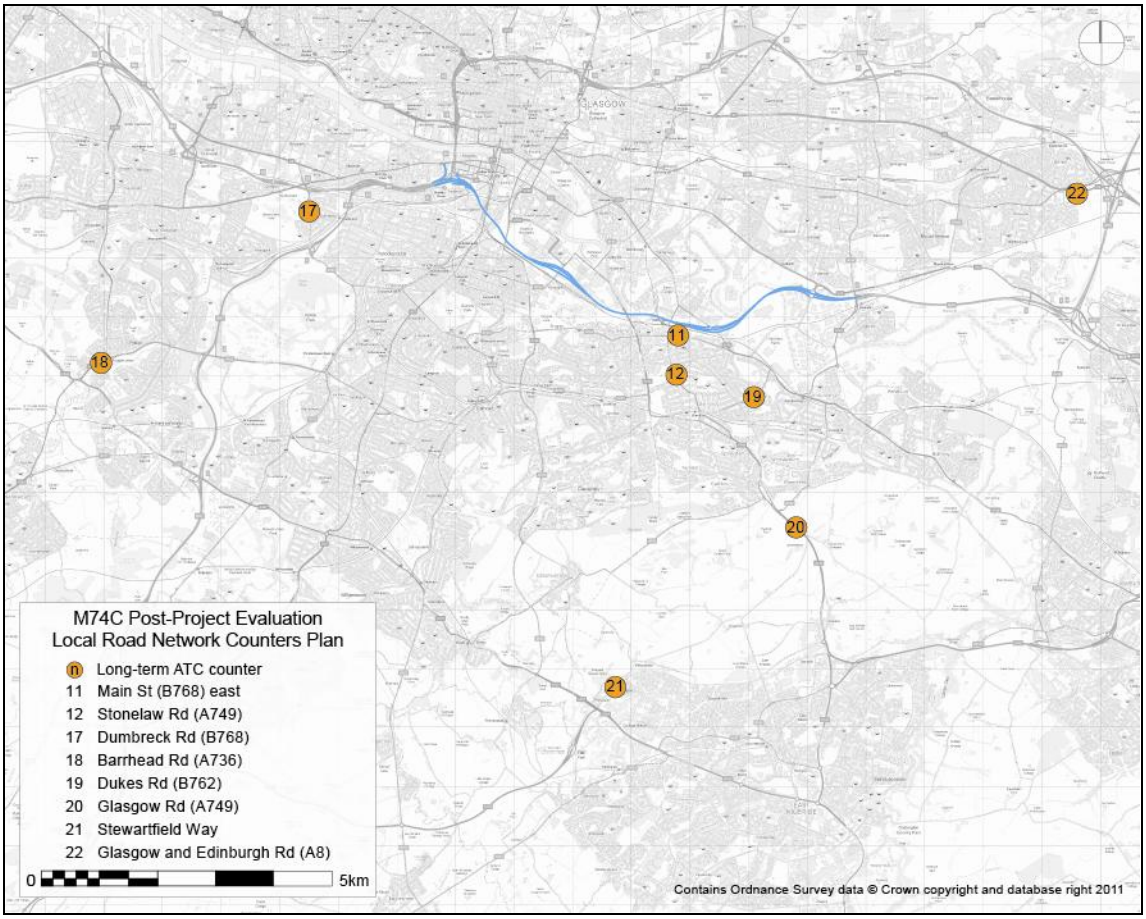


Figure 5.1 : Historic Local Road Network Long-Term ATC Sites

5.4.7 A further exception is the westbound flow along the M8 secondary carriageway east of J21 where various construction works and contraflows during the construction of the scheme affected the data collected.

5.4.8 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.

5.4.9 Subsequent discussions with South Lanarkshire Council confirmed that the traffic counters on this section developed a fault, so caution should be exercised in drawing comparisons between the datasets.

5.4.10 Notwithstanding the exceptions highlighted, based on the strategic and local flow comparisons presented for May 2010 and May 2011, 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 did not change significantly between 2010 and 2011, with most changes generally reductions of less than 5%.

5.4.11 Any significant changes in traffic flows and traffic patterns that occurred 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.

5.5 Traffic Flows - Before and After Opening Comparisons

Strategic Network

5.5.1 The changes in observed traffic flows across the strategic road network during the 12 months before the scheme opened (June 2010 to May 2011) and the 12 months after the scheme opened (July 2011 to June 2012) 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.8 (Appendix B).

5.5.2 For both the one year before and one year after opening periods, the annualised average weekday traffic flows are presented.

5.5.3 As outlined in Section 5.4, 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 the one year before opening and the one year after opening periods can largely be attributed to the introduction of the new **M74 Completion Scheme**.

24 Hour Flow Differences

5.5.4 It can be seen from Tables A.13 – A.20 (Appendix A) and Figures B.5 – B.8 (Appendix B), that the opening of the **M74 Completion Scheme** resulted in a number of significant changes in traffic flows and traffic flow patterns across the strategic road network.

5.5.5 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 Baillieston and Charing Cross (J8 and J17/18), there are reductions in flows in both directions. The westbound flows reductions range from around 4,500 vehicles per day (J16 to J17 and J13 to J14) to 10,350 vehicles per day (J12 to J13). In the eastbound direction there are similarly large reductions in flows observed – between 7,800 vehicles per day (J17 to J16) and 12,000 vehicles per day (J13 to J12 and J11 to J10).
- The overall two-way reduction in flows along the M8 northern flank ranges between 12,500 vehicles per day (8%, J16 to J17) and almost 22,500 vehicles per day (19%, J12 to J13).
- 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 around 26,000 vehicles after the **M74 Completion Scheme** opened. This increase is accompanied by a decrease of almost 9,250 vehicles per day along the adjacent M8 main carriageway as traffic switches to the new route.

- As noted earlier, due to construction works, a degree of care is needed when considering the initial changes being reported in this area.
- Along the M8 to the west of the M77, the westbound flows increase by between 4,050 vehicles per day (6%, J25 to J25a) and 8,550 vehicles per day (15%, J22 to J23). Eastbound the flows increase by between 5,550 vehicles per day (10%, J26 to J25a) to 9,100 vehicles per day (20%, J23 to J22).
- Across the Kingston Bridge the southbound flows reduce by almost 8,300 vehicles per day (9%), while the northbound flows reduce by almost 4,500 vehicles per day (6%). The two way flows across the Kingston Bridge therefore reduce by 12,700 vehicles per day (8%).
- On the M73 between J1 and J2, the northbound flows reduce by around 2,450 vehicles per day (6%), while the southbound flows reduce by around 1,050 vehicles per day (2%). There are, however, increases in the flows along the M73 accessing the M74C. Further north on the M73, between J2 and J2a, there are increases in the flows. Southbound the flows increase by around 3,400 vehicles per day (17%) and northbound the flows increase by around 2,350 vehicles per day (11%).
- The increases in flows along the M73 between J2 and J2a are expected to be largely due to the opening of the M80 Stepps to Haggs motorway in August 2011, rather than being solely influenced by the opening of the M74 Completion scheme.
- 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 18,800 vehicles per day (133%) southbound between Fullarton Road (J2a) and Carmyle Avenue (J3) and an equivalent increase of around 18,500 vehicles per day northbound (127%).
- 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, southbound there is an increase of around 1,050 vehicles per day (3%) observed between Nitshill (J3) and Crookfur (J4), increasing to almost 4,700 vehicles per day (around 12%) between Plantation Interchange (M8 J22) and Dumbreck (J1). A very similar pattern is observed in the northbound direction.

5.5.6 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.5 (Appendix A).

AM, PM & Inter-Peak Flow Differences

5.5.7 The pattern of changes across the majority of strategic motorway network during the AM, Inter-peak and PM intervals are largely similar to those for the full day in both directions – see Tables A.15 to A.20. The main exceptions to this are westbound along the M8 between Junctions 13 and 15 in the AM interval and westbound between Junctions 15 and 17 in the PM interval where slight increases in flows were observed after the opening of the scheme compared to decreases in the overall 24hr flows.

5.5.8 During the 3hr AM interval, the westbound flows between Junctions 13 and 15 increased by around 800 vehicles (+5.0%) compared to a 24hr reduction of around 5,000 vehicles (-6.3%).

5.5.9 During the PM interval there was an increase of around 1,100 vehicles (+11.1%) was observed between J16 to J17, compared to a 24hr reduction of around 4,600 vehicles (-6.7%) – see Table A.19.

5.5.10 The pattern of changes across the Inter-peak interval was essentially identical to the 24hr changes.

5.5.11 On the M73 between the M74 (J1) and the M8/A8 (J2) there are also differences between the intervals. In the AM and PM intervals there are increases of up to 6.5% (750 vehicles) southbound and 4.2% northbound (400 vehicles) suggesting peak period re-routeing. In the inter-peak, there were decreases of around 8% (1,200 vehicles) southbound and 10% (1,500 vehicles) northbound – see Tables A.16, A18, and A.20.

5.5.12 The major changes in the AM, Inter-Peak and PM period average weekday traffic flows and traffic flow patterns across the strategic motorway network are also presented schematically in Figures B.6-B.8 (Appendix B).

5.5.13 The pattern of changes along the strategic motorway network will be kept under review as the **M74 Completion Scheme** project evaluation progresses.

Local Road Network

5.5.14 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).

5.5.15 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*) and where there is a long-term ATC site located or where one has been newly installed. The counter locations examined along the local road network are presented in Figure 5.2.

5.5.16 A number of new counters were specifically installed on the local road network to assist with this project evaluation study. However, these were not installed or commissioned until late 2010/early 2011. As a result, there are a few locations where the before opening annualised flows are based on only 3 or 4 months of flow data rather than the full 12 months before opening.

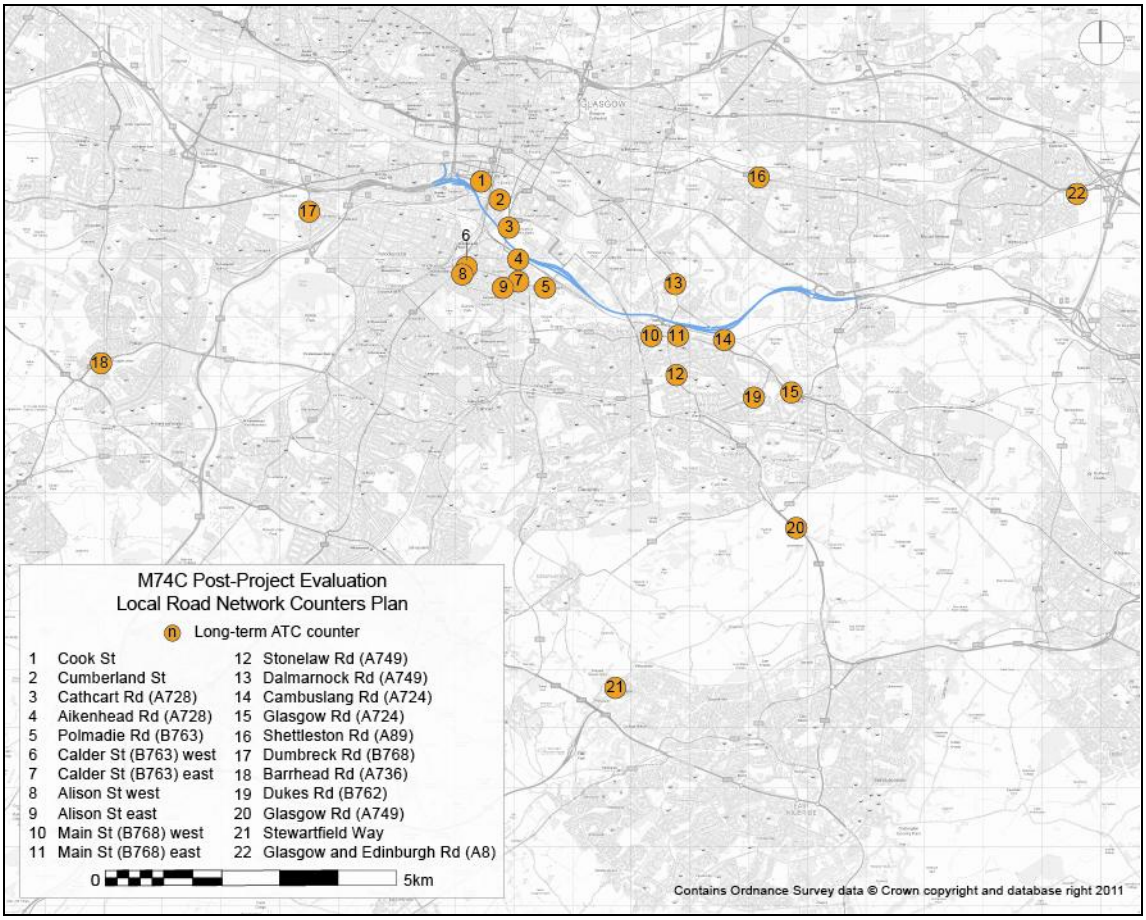


Figure 5.2 : Local Road Network Long-Term ATC Site Plan

24 Hour Flow Differences

5.5.17 The 24hr flow comparisons along the local road network – Table A.21 (Appendix A), show that in the majority of locations there were traffic flow reductions following the opening of the M74 Completion scheme, including:

- Cook Street (Site 1):
  4,700 vehicles westbound (31%)
- Cumberland Street (Site 2):
  2,800 vehicles westbound (41%) and 3,800 vehicles eastbound (40%)
- Cathcart Road (Site 3)
  2,800 vehicles northbound (19%) and 2,300 vehicles southbound (19%)
- Main Street Rutherglen east of Glasgow Road (Site 10):
  2,800 vehicles eastbound (29%) and 2,800 vehicles westbound (32%)
- Dumbreck Road (Site 17):
  2,100 vehicles northbound (14%) and 2,000 vehicles southbound (19%)
- Stewartfield Way (Site 21):
  1,800 vehicles eastbound (16%) and 2,100 vehicles westbound (18%)

5.5.18 In contrast to the reductions in traffic flows along the majority of the local roads, large increases in flows are observed along Polmadie Road (B863) south of the M74

Completion scheme. Across the full day the observed the northbound flows increase by around 153% (7,000 vehicles) and the southbound flows by as much as 190% (around 8,500 vehicles) (Table A.21, Appendix A).

5.5.19 The increases in flows along Polmadie Road (B863) south of the **M74 Completion Scheme** were to be expected given the road now is connected directly to the new scheme via Junction 1A Polmadie.

5.5.20 The 24hr before and after opening flow differences across the local road network are presented schematically in Figure B.10 (Appendix A).

AM, PM, and Inter-Peak Flow Differences

5.5.21 The changes in flows across the local road network in the AM, PM and Inter peak intervals are presented in Tables A.22 – A.24 and follow a very similar pattern to the changes presented for the 24hr flows. Along nearly all the local roads, across all time periods the flows have reduced following the opening of the scheme.

5.5.22 As with the 24hr flow comparisons, the one notable exception to this pattern is on Polmadie Road where in each of the AM, PM, and Inter peak intervals the flows have increased in both directions.

5.5.23 A comparison of the PLI forecast traffic flows with the observed traffic flows is presented later.

Screenline

5.5.24 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 was defined through available counter sites on classified roads. The location of this screenline is shown in Figure 5.3.

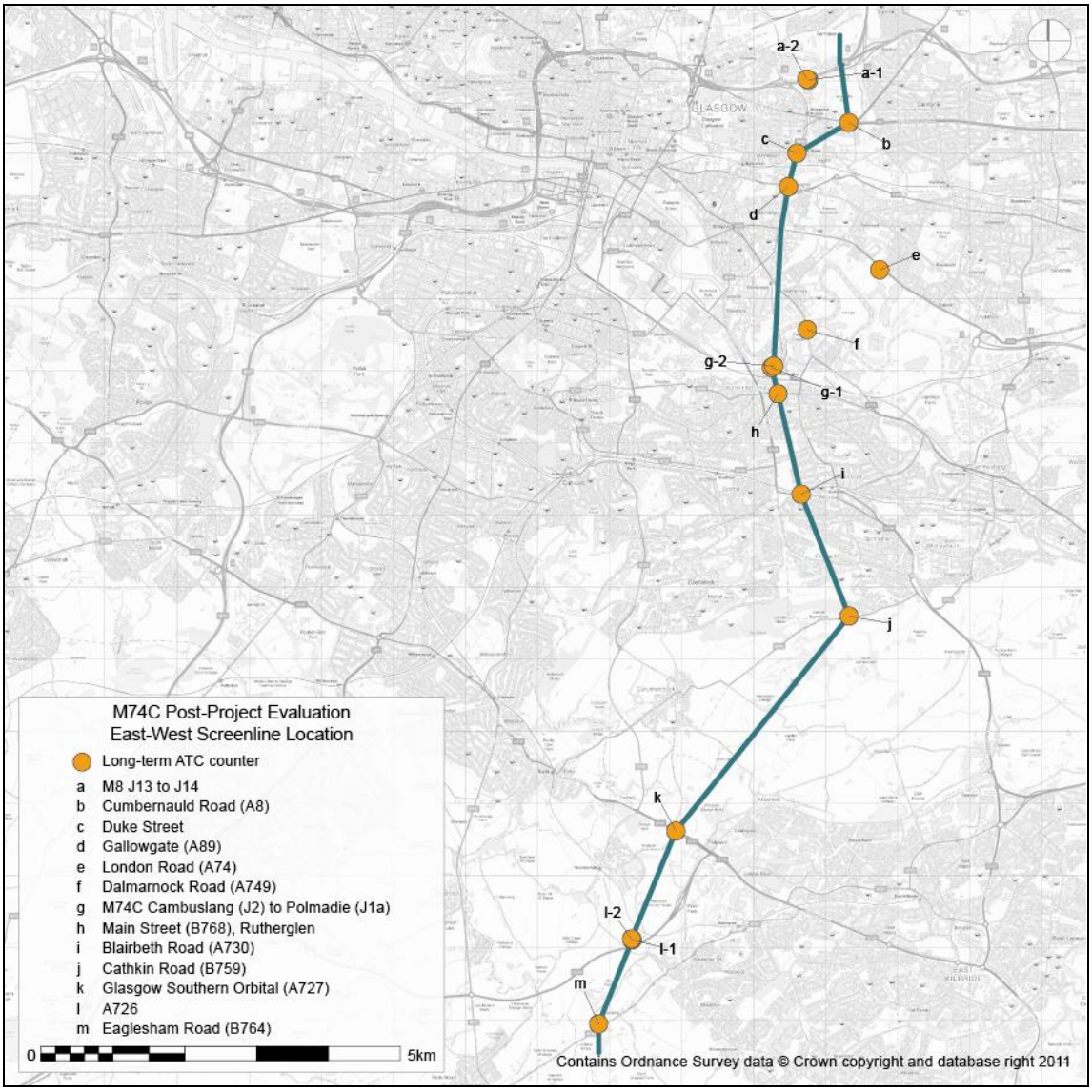


Figure 5.3 : East-West Screenline

5.5.25 Tables A.25 – A.28 (Appendix A) present the before and after scheme opening screenline flow comparisons based on annualised data collected during the 12 months before and after opening periods.

5.5.26 The location of the screenline was chosen to ensure traffic flows along as many of the main east-west routes as possible were monitored. Where there were gaps, a number of new counter sites were installed.

5.5.27 Unfortunately, because of damaged / defective counter sites, limited data was available for sites ‘e’ and ‘i’ and similarly for sites ‘b’, ‘c’ and ‘d’.

5.5.28 As can be seen from Tables A.25 – A.28 (Appendix A), based on the count data available, 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 largely consistent across the full day, and the AM, inter-peak, and PM intervals.

5.5.29 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).

5.5.30 From the available screenline flows presented, it can be seen that the introduction of the scheme has resulted in an increase in the total traffic flows crossing the east-west screenline. Across the full day, there was an overall increase in the two-way flows of around 14%, while across the 3hr AM interval and the 3hr PM interval the increase was around 21% in each period. Across the 6hr Inter-peak interval the increase was around 10%.

5.5.31 It would appear from the flow comparisons that the introduction of the scheme has generally reduced the east-west flows along the existing routes and that this traffic appears to have re-routed onto the M74 scheme. Other traffic is also clearly using the M74 scheme which has not been picked up across the screenline at the available count sites.

5.5.32 The flows across the east-west screenline will be kept under review as the project evaluation progresses.

5.6 Traffic Flows - Comparisons of Observed vs. Forecast

5.6.1 A Public Local Inquiry (PLI) was held for the **M74 Completion Scheme** between 1 December 2003 and 3 March 2004. Part of the evidence presented to the inquiry included forecast one year after opening traffic flows across both the strategic and local networks. The forecast flows were based on outputs from the Central Scotland Transport Model Version 3A (CSTM3A) and were presented in the PLI Final Forecasting and Economics Report prepared by SIAS (14 March 2003, SIAS Ref. 57687).

5.6.2 Comparisons between observed one year after opening annualised flows and the forecast flows from the final scheme assessments presented at the PLI are presented in Tables A.29 to A.40 in Appendix A. Separate tables are provided for the two growth forecast scenarios used in the scheme assessment - Scenario 1 represents a higher level of economic growth forecast than Scenario 2. For the local road network, the count locations considered are those highlighted in Figure 5.2.

5.6.3 For the comparisons of forecast to observed flows, the periods reported correspond to the CSTM3A modelled periods:

- AM peak 08:00 – 09:00
- Inter-peak (1/6) × 10:00 – 16:00
- PM peak 17:00 – 18:00

5.6.4 No 24hr flow comparisons are presented as these were not available from CSTM3A.

5.6.5 Schematic diagrams illustrating the strategic network comparisons (only) are also presented in Appendix B, Figures B.12 to B.14.

Strategic Network

5.6.6 It can be seen from Tables A.29 to A.40 and Figures B.12 to B.14, that across the entire strategic road network the observed flows are almost without exception lower than the forecast flows under both growth Scenarios 1 and 2. This pattern is largely consistent across all the time periods considered.

5.6.7 There are a few locations in the AM peak and inter-peak hours where the observed flows are higher than the forecast flows, most notably northbound in the AM peak on the M74 between J1a and J1 (Scenario 2), but this is very much the exception. Across all the strategic locations considered, the observed flows are on average around 17% lower than the forecast flows in the AM peak hour, 28% lower in the Inter-peak and 24% lower in the PM peak hour (Scenario 1). The equivalent differences for Scenario 2 are 7%, 15% and 16% lower respectively.

5.6.8 Along the **M74 Completion Scheme** itself, with the exception of the AM peak northbound flow between J1a and J1, the observed flows are in all cases lower than the forecast flows. In the Inter-peak hour the observed flows are up to 53% lower than the forecast flows (-1,900 vehicles, J2 to J1a, Scenario 1) and up to 42% lower in the PM peak hour (-2,300 vehicles, J2a to J2, Scenario 1).

Local Road Network

5.6.9 Across the local road network (see Tables A35 to A.40), at almost every location across all three time periods the observed flows are lower than the forecast flows under both growth Scenarios. The pattern of differences are very similar across all three time periods.

5.6.10 Across all the sites considered on the local road network the observed flows are on average around 40% lower in the AM peak hour, 32% lower in the Inter-peak hour and 41% lower in the PM peak hour under Scenario 1. The equivalent differences for Scenario 2 are 36%, 24% and 36% lower respectively.

5.6.11 It is clear from the comparisons of the observed flows against the forecast flows, that across the entire study area along both the strategic and local roads the observed flows are lower than the forecasts flows While there are a small number of locations where the observed flows are higher than the forecast flows, these are very much the exception.

5.6.12 There are a number of potential contributory factors that are likely to be contributing to the differences identified here:

- Actual vs. Demand Flows

  CSTM3A, which was used to produce the forecast flow estimates, does not include operational blocking back effects, i.e. it does not include any queuing at junctions.

  As a result, any flow values output from this model reflected demand flows, i.e. the total flow which wishes to use a particular route. The observed flows on the other hand will generally be lower than the demand flows due to traffic being held in queues etc. upstream.

- Growth Forecast Planning Assumptions

  The growth scenarios in CSTM3A were determined during the 2000/01 Central Scotland Transport Corridor Studies and carried forward to the **M74 Completion Scheme** assessment. These forecasts include a range of assumptions relating to, for example:

  - Demographic, economic and planning forecasts
  - Income growth
  - Fuel price forecasts
  - Public transport fares and service levels

  The traffic forecasts would have been based on the best available estimates at that time from sources such as the Glasgow and Clyde Valley Structure Plan team, Local Authority planners for the rest of Scotland and the Department for Transport.

5.6.13 There is considerable scope for differences between the original assumptions and the reality of what ultimately occurred over the past decade due to the number of variables involved, including, for example, the recession and the escalation in fuel costs.

5.6.14 Consequently, the comparisons need to acknowledge the limitations placed around the original modelling tools available at the time and the predictions made around the likely economic benefits accruing from the scheme.

5.7 Journey Times

Collection and Analysis

5.7.1 In order to determine the impact the **M74 Completion Scheme** has had on journey times, surveys were carried out on a number of key routes, namely:

- Route 1: Hamilton to Glasgow Airport via M73 & M8
- Route 2: Hillington to Newhouse
- Route 3: Newton Mearns to Glasgow City Centre
- Route 4: Hamilton to Glasgow Airport via M74 Completion & M8

5.7.2 For the Hamilton to Glasgow Airport route, journey time surveys were carried out along both the ‘old’ route via the M73 and M8 (Route 1), and along the ‘new’ route via the new scheme itself (Route 4).

5.7.3 The journey time routes are presented in Figure 5.4 to Figure 5.7.

5.7.4 The journey time surveys were carried out before and after the opening of the scheme using the moving observer method for the following months:

- November 2010 (before opening)
- May 2011 (before opening)
- August 2011 (after opening)
- December 2011 (after opening)

- September 2012 (after opening)

5.7.5 The survey periods covered were:

- AM Period 06:30 – 10:00
- IP Period 11:00 – 14:30
- PM Period 15:30 – 19:00

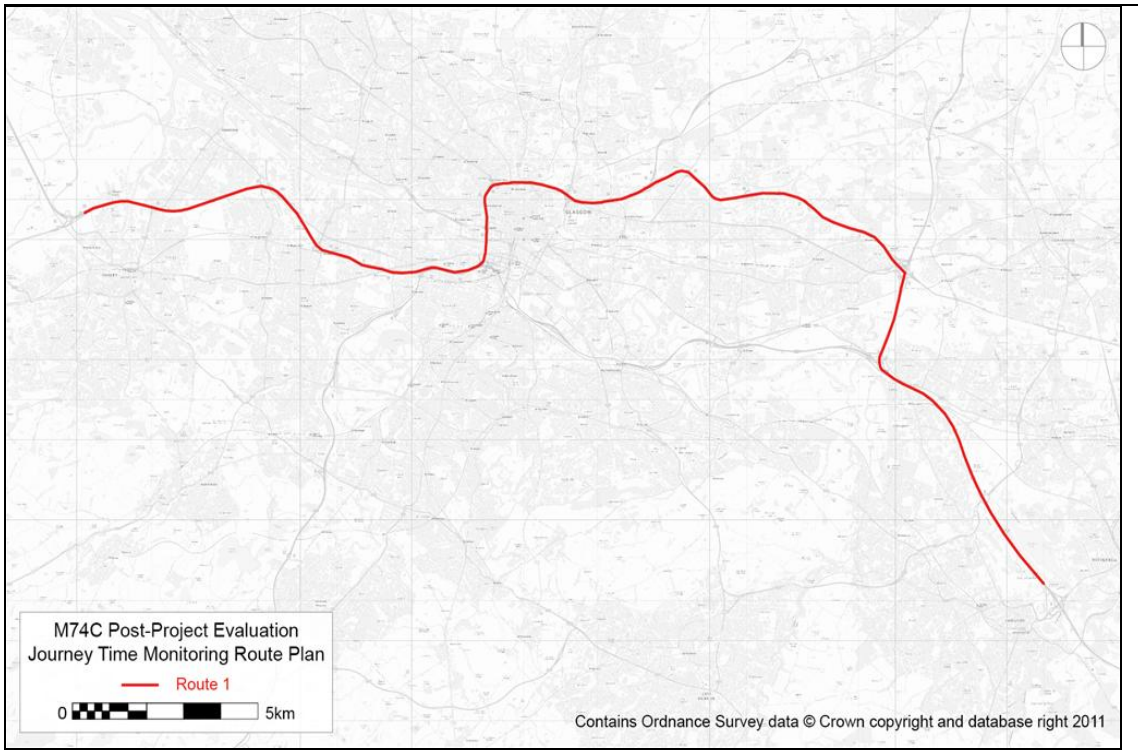


Figure 5.4 : Route 1 - Hamilton to Glasgow Airport via M73 & M8

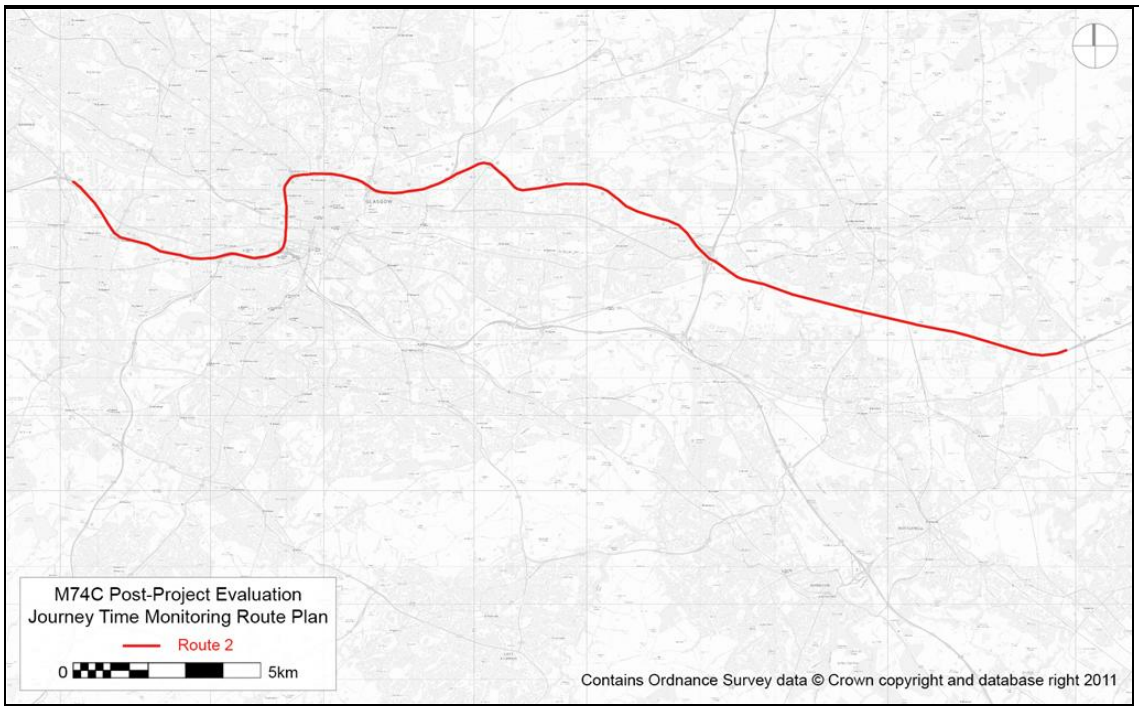


Figure 5.5 : Route 2 - Hillington to Newhouse

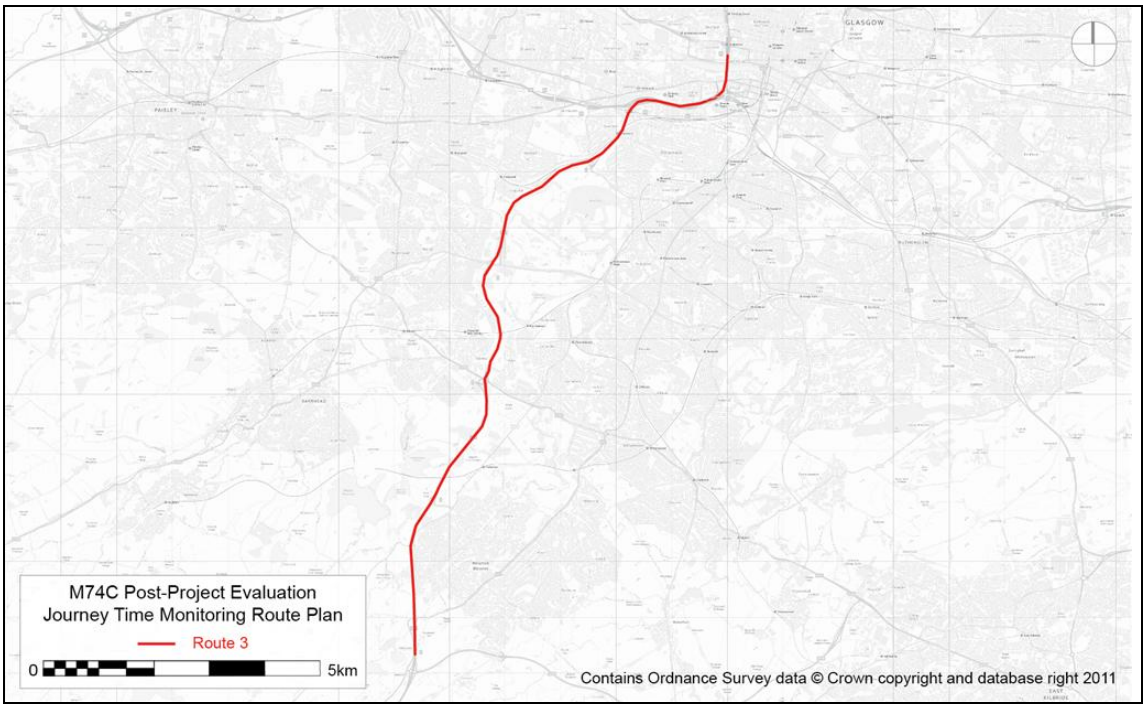


Figure 5.6 : Route 3 - Newton Mearns to Glasgow City Centre

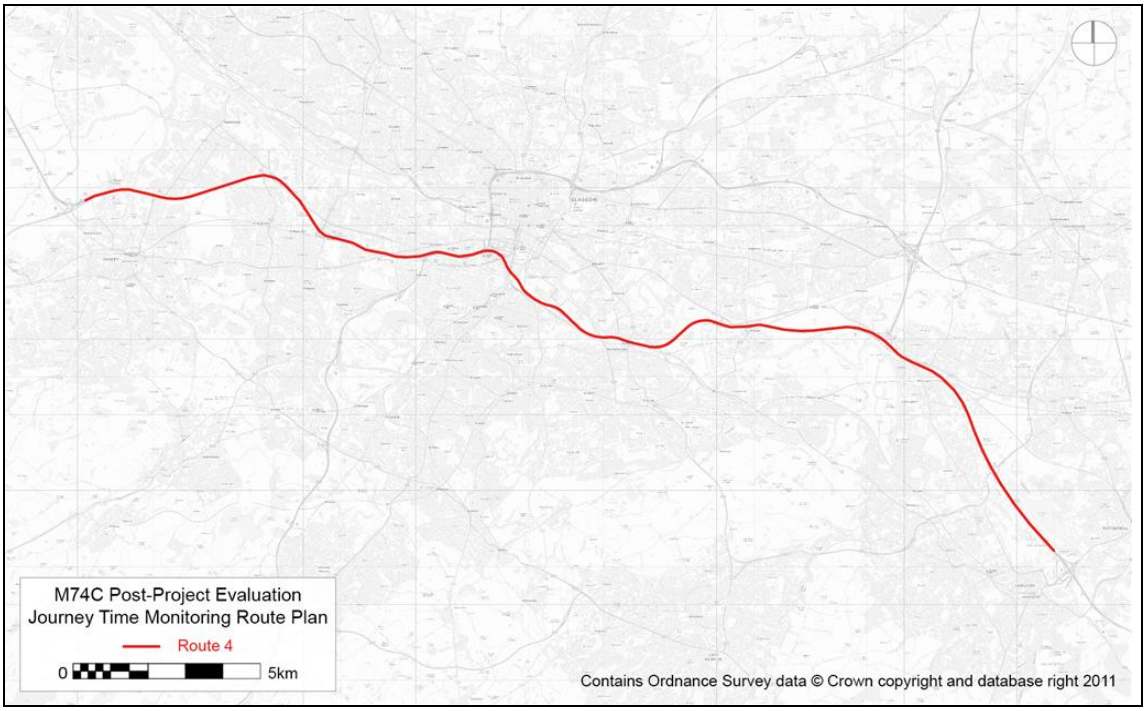


Figure 5.7 : Route 4 - Hamilton to Glasgow Airport via M74C & M8

5.7.6 To satisfy the guidelines for journey time surveys outlined in the Design Manual for Roads & Bridges (DMRB), a minimum of six timed survey runs were carried out along each route, in each direction, during each time period.

Comparisons

5.7.7 Table 5.1 presents the comparison of journey times along the routes before and after the opening of the M74 Completion scheme.

5.7.8 It can be seen from Table 5.1 that for the majority of the east – west routes surveyed (Routes 1 & 2), in both the AM and PM intervals there were generally reductions in journey times in both directions after the opening of the scheme. The one year after comparisons (May 11 v Sept 12) show differences of around 10min and as much as 11.5min (-32%) – eastbound along Route 1 in the PM period.

5.7.9 Although a number of the initial large reductions in journey times recorded in August 2011, immediately following the opening of the scheme, were not seen during the December 2011 surveys, they were seen in the September 2012 surveys. This suggests that the improvements in journey times forecast to occur following the opening of the scheme are continuing to be realised.

5.7.10 The comparisons of journey times along Route 3, between Newton Mearns and the city centre via the M77 and M8, show that these increased in the peak directions i.e. northbound in the AM period and southbound in the PM period. The one year after comparisons (May 11 v Sept 12) show differences of around 5min (+36%) northbound in the AM period and around 2min (+16%) southbound in the PM period. The journey times along Route 3 are largely unchanged during the Inter-peak period.

5.7.11 The largest changes in journey times, across both the AM and PM time periods, continue to be seen when comparing Routes 1 and 4, i.e. between Hamilton and

Glasgow airport via the M73/M8 and the M74 Completion/M8. With the availability of the new scheme, trips between the M74 south and the M8 west no longer need to go via the M73 and M8 northern flank and can instead head straight along the M74 Completion scheme. Journey time savings for these trips are seen to reduce by as much as 15min (42%) in the AM peak (westbound), and by almost 15min (42%) in the PM peak (eastbound). These reductions in journey times one year after the opening of the scheme are largely consistent with the reductions presented in the *Sixteen Weeks After Opening Review* report.

5.7.12 With respect to the variations in some of the journey times presented in Table 5.1, it is worth noting that there are differences in some of the journey times recorded, reflecting the snapshot nature of the survey results. A degree of care is therefore needed when interpreting any differences in the before and after journey times. However, it is reasonable to conclude that journey times have generally reduced across the majority of the routes surveyed following the opening of the scheme.

5.7.13 The journey times along the four routes considered will continue to be monitored as the M74 Completion project evaluation progresses.

Table 5.1 : Before & After Opening Journey Time Comparisons

AM Period: 06:40-10:00		Before Opening		After Opening			Differences		
		Nov '10	May '11	Aug '11	Dec '11	Sep '12	May '11 vrs. Sep '12		
Route	Direction	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Difference in Mean (HH:MM:SS)		Difference in Mean (%)
1	Westbound	00:40:33	00:35:07	00:25:09	00:30:34	00:25:41	-00:09:26	–	26.9%
	Eastbound	00:35:41	00:30:51	00:27:06	00:32:20	00:31:10	+00:00:19	+	1.0%
2	Eastbound	00:28:44	00:28:29	00:24:45	00:27:31	00:26:42	-00:01:47	–	6.3%
	Westbound	00:37:11	00:32:37	00:25:41	00:30:42	00:27:17	-00:05:20	–	16.4%
3	Northbound	00:18:33	00:14:12	00:20:23	00:25:23	00:19:21	+00:05:09	+	36.3%
	Southbound	00:10:04	00:10:30	00:10:48	00:11:32	00:10:16	-00:00:14	–	2.2%
4	Westbound	-	-	00:21:00	00:23:08	00:20:13	-00:14:54	–	42.4%
	Eastbound	-	-	00:21:38	00:25:28	00:26:04	-00:04:47	–	15.5%

Inter-Peak: 11:10-14:30		Nov '10	May '11	Aug '11	Dec '11	Sep '12	May '11 vrs. Sep '12		
Route	Direction	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Difference in Mean (HH:MM:SS)		Difference in Mean (%)
1	Westbound	00:23:33	00:24:18	00:24:00	00:26:29	00:22:44	-00:01:34	–	6.4%
	Eastbound	00:24:06	00:24:34	00:24:09	00:27:11	00:22:49	-00:01:45	–	7.1%
2	Eastbound	00:20:30	00:20:57	00:20:17	00:22:04	00:20:23	-00:00:34	–	2.7%
	Westbound	00:19:36	00:20:47	00:19:52	00:20:25	00:20:18	-00:00:29	–	2.3%
3	Northbound	00:09:47	00:10:28	00:10:27	00:10:56	00:10:22	-00:00:06	–	1.0%
	Southbound	00:09:54	00:10:30	00:10:22	00:11:10	00:10:15	-00:00:15	–	2.4%
4	Westbound	-	-	00:20:06	00:20:44	00:19:48	-00:04:30	–	18.5%
	Eastbound	-	-	00:20:06	00:20:58	00:19:47	-00:04:47	–	19.5%

PM Period: 15:40-19:00		Nov '10	May '11	Aug '11	Dec '11	Sep '12	May '11 vrs. Sep '12		
Route	Direction	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Mean (HH:MM:SS)	Difference in Mean (HH:MM:SS)		Difference in Mean (%)
1	Westbound	00:34:34	00:32:52	00:29:52	00:37:18	00:31:53	-00:00:59	–	3.0%
	Eastbound	00:45:53	00:35:35	00:26:10	00:34:25	00:24:07	-00:11:28	–	32.2%
2	Eastbound	00:43:32	00:35:43	00:21:30	00:32:59	00:28:45	-00:06:58	–	19.5%
	Westbound	00:53:08	00:40:58	00:26:16	00:34:29	00:31:25	-00:09:33	–	23.3%
3	Northbound	00:13:46	00:11:58	00:10:31	00:12:30	00:10:39	-00:01:19	–	11.0%
	Southbound	00:13:51	00:12:11	00:13:24	00:16:35	00:14:10	+00:01:59	+	16.3%
4	Westbound	-	-	00:24:34	00:26:27	00:20:55	-00:11:57	–	36.4%
	Eastbound	-	-	00:21:54	00:24:40	00:20:48	-00:14:47	–	41.5%

Key:
XXX Route 4 vrs Route 1

5.8 Average Speeds

Collection and Analysis

5.8.1 In addition to the traffic flow and journey time comparisons, average vehicle speeds were collected at a number of locations across the strategic road network.

5.8.2 A number of the permanent ATC sites are able to collect spot speed data for vehicles passing over the counter loops, for each hour of the day. As the spot speed data is collected continuously, i.e. 24hr a day for 365 days a year, significant amounts of data was available, so it has been possible to obtain average speeds for the months before and after the scheme opened.

5.8.3 The analysis of average speeds presented in this *1YA Opening Review Report* are based the following periods:

- Before Opening - February, March, April & May 2011
- After Opening - February, March, April & May 2012

5.8.4 As with the traffic flow comparisons, the average speed comparisons presented are based on speed data collected on Tuesdays, Wednesdays, and Thursdays in the months outlined, and are confined to the strategic motorway network only. Comparisons of the average AM and PM interval speeds are presented (i.e. 07:00 – 10:00 and 16:00 – 19:00) along with the average speeds in each hour within these intervals (i.e. 07:00 – 08:00, 08:00 – 09:00, etc.). The average speed comparisons are presented in Tables A.41 to A.48 in Appendix A and in Figures B.15 to B.18 in Appendix B.

Before & After Opening Average Speed Comparisons - AM & PM Peak Periods

5.8.5 Tables A.41 & A.42 and Figure B.15 present the average speeds along the strategic motorway network during the AM peak period (07:00 – 10:00) before and after the opening of the **M74 Completion Scheme**. It can be seen from these that the average speeds along the existing M8 motorway network have generally increased following the opening of the scheme. The largest changes are westbound along the M8 northern flank, in particular between Junctions 10 and 17, where some link speeds have doubled (J12 to J13 and J13 to J14). Eastbound along the M8 northern flank – the less congested direction during the AM period, speeds are largely unchanged.

5.8.6 Elsewhere across the strategic motorway network, the average post-opening speeds in the AM peak period are largely similar to the pre-opening speeds. The main exception to this is northbound at the northern end of the M77 between J1 and the M8 J22, where the after opening speeds are up to 15kph faster than the equivalent before opening speeds.

5.8.7 It should be noted however that the speed data collected is based on an average of AM and PM peak periods (i.e. 07:00 – 10:00 and 16:00 – 19:00). The resultant changes in average speeds are therefore not directly comparable with the changes in average journey time analysis reported in Section 5.7.

5.8.8 The pattern of changes along the existing M8 motorway in the PM peak period (16:00 – 1900) is largely similar to that seen in the AM period and there continue to be large increases in speeds westbound along the M8 northern flank between J13 and J17 – see Tables A.37 & A.38 and Figure B.16. Eastbound along the M8 northern flank there are slight increases in the average speeds following the opening of the scheme, although the increases are generally lower than the equivalent westbound increases.

5.8.9 Elsewhere across the strategic motorway network, the average changes in the PM peak before and after opening speeds are less marked than in the equivalent AM period. The largest changes were seen southbound on the M77 between the M8 J22 and the M77 J1 where the southbound speed is around 16kph slower following the opening of the scheme. This is likely to be the result of more southbound traffic being able to reach this section of the M77 following the opening of the M74 scheme. Prior to opening, this traffic would have been held up elsewhere across the strategic (and local) road network. The speeds and general traffic conditions along this section of the M77 in the PM peak are discussed further below.

Before & After Opening Average Speed Comparisons - AM & PM Peak Hours

5.8.10 Tables A.45 & A.46 and Figure B.17 present the average before and after opening speeds for each of the three hours during the AM peak period, i.e. 07:00 – 08:00, 08:00 – 09:00, 09:00 – 10:00. It can be seen from these that the changes in speeds during each AM peak hour are largely in line with the changes seen across the full three hour AM peak period, with the largest differences generally occurring during the hour 07:00 – 08:00.

5.8.11 Table A.47 & A.48 and Figure B.18 present the average before and after opening speeds for each of the three hours during the PM peak period i.e. 16:00 – 17:00, 17:00 – 18:00, 18:00 – 19:00. It can be seen from these that the changes in speeds during each PM peak hour are again largely in line with the changes seen across the full three hour PM peak period, with the largest differences generally occurring during the hour 17:00 – 18:00.

5.8.12 During the PM peak hours, there was a noticeable reduction in the southbound speeds along the northern section of the M77 between the M8 J22 Plantation and the M77 J1, as well as along the links approaching this section of the M77. The average southbound speeds along this section of the M77 reduced by 25kph (39%) during the hour 16:00 – 17:00.

5.8.13 Although the southbound section of the M77 between the M8 J22 and M77 J11 was widened following the opening of the **M74 Completion Scheme** – by converting the hard-shoulder to a running lane, operational congestion still occurs largely due to high levels of merging and weaving which takes along this section. Southbound traffic is also affected by shock-waves developing at Junction 1 as traffic tries to join the mainline. It should be noted that the PM peak operational issues were predicted as part of the original modelling work.

5.8.14 This section of the southbound M77 has been examined in detail by Transport Scotland. The situation will however be kept under review as part of the **M74 Completion Scheme** project evaluation.

5.8.15 The average speed analysis presented above confirms that the opening of the **M74 Completion Scheme** has generally resulted in increases in average speeds across the strategic motorway network, in particular westbound along the M8 northern flank and northbound across the Kingston Bridge.

5.8.16 Where speeds have reduced, this is generally due to more traffic now being able to get to these sections of the motorway network following the opening of the scheme.

5.8.17 The average speeds across the strategic motorway network will continue to be monitored as part of the **M74 Completion Scheme** project evaluation.

5.9 Carriageway Standards

5.9.1 As part of the 1YA opening evaluation, an assessment was carried out of the appropriateness of the carriageway standard provided. This compared the carriageway standard implied/expected by the observed traffic flows with that actually constructed. The comparison is based on the flow ranges presented in Advice Note TA 46/97, *Traffic Flow Ranges for Use in the Assessment of New Rural Roads (DMRB Volume 5, Section 1).*

5.9.2 The flow ranges set out in TA 46/97 for different carriageway standards are presented in Table 5.2. The flow ranges are considered to be the most economically and operationally acceptable for different carriageway standards, but do not provide any indication of the ultimate flow which a road can carry. (Ref. paragraph 1.5 of TA 46/97).

Table 5.2 : Opening Year Economic Flow Ranges (*DMRB* TA 46/97)

Carriageway Standard	Opening Year AADT	
	Minimum	Maximum
Single Carriageway S2	Up to 13,000	
Wide Single WS2	6,000	21,000
Dual 2 Lane D2AP	11,000	39,000
Dual 3 Lane D3AP	23,000	54,000
2 Lane Motorway D2M	Up to 41,000	
3 Lane Motorway D3M	25,000	67,000
4 Lane Motorway D4M	52,000	90,000

5.9.3 The M74 Completion has been built to motorway standards and includes three lanes and a hard shoulder in each direction. The opening year economic flow range for the D3M standard therefore applies, i.e. between 25,000 and 67,000 Average Annual Daily Traffic flows (AADT).

5.9.4 From Table A.14 and Figure B.5 it can be seen that the observed daily flows along the **M74 Completion Scheme** are in the range 32,000 to 35,000 vehicles. These flows are, however, annual average weekday flows (AAWDT), i.e. they exclude weekend traffic, whereas the flows presented in TA 46/97 and Table 5.2 are annual average daily flows, i.e. they include weekend traffic.

5.9.5 Analysis of the flows along the **M74 Completion Scheme** suggests that the annual average weekday flows are around 10 – 20% higher than the annual average daily flows.

5.9.6 The annual average daily flows along the M74 Completion are therefore in the range of between 26,000 and 30,000 vehicles per day (AADT), which confirms that the carriageway standard as build, i.e. D3M, is appropriate and complies with the ranges presented in Advice Note TA 46/97.

5.10 Stakeholder Consultation

5.10.1 As part of a review of transport operation, a range of stakeholders who currently oversee, provide, maintain or operate along the **M74 Completion Scheme** were consulted. The following sections summarise the results of the initial stakeholder consultation.

Glasgow City Council

5.10.2 Officers from Glasgow City Council (GCC) who reported that the new road had removed traffic from local roads and that less congestion occurred on the M8. GCC were of the view that the scheme has returned major benefits in this respect. GCC felt a definite benefit had been realised by the scheme on the operation of the M8 Northern Flank (the section between the junction with the M8/M73 and the M8/M74 at the Kingston Bridge) with less queuing evident.

5.10.3 GCC initially reported issues with J1A Polmadie but these were addressed through changes to the signal settings post-opening. GCC will continue to monitor the situation, particularly given the proposed regeneration of the area (Clyde Gateway, Oatlands Development). GCC were not aware of any other issues, other than some feedback around the connection between the M74 and the M8, south of the Kingston Bridge.

5.10.4 Generally, the scheme has improved things by removing traffic from local roads and the M8 and providing better journey time reliability overall.

5.10.5 In terms of the scheme objectives, the new road was perceived by GCC as meeting its objectives in diverting traffic away from the M8 Northern Flank and from local roads.

Transport Scotland's Route Manager

5.10.6 Transport Scotland's M74 Route Manager, who is responsible for general operations on this and other sections of the trunk road network to the south of Glasgow was also consulted. The focus of the discussion was around the transport objectives for the scheme, i.e. changes in traffic flows, speeds and improvements in journey time reliability.

5.10.7 Asked if the new **M74 Completion Scheme** had effected changes in traffic flows across the trunk road network, the view expressed was that westbound traffic flows on the M8 prior to Charing Cross Tunnel had shown improvements.

5.10.8 As regards whether the road had improved journey time reliability on routes around Glasgow, the view was that peak time journey times had improved following the opening of the new road.

5.10.9 In terms of the scheme objectives, the view of Transport Scotland's Route Manager was that the new road had relieved congestion on the M8 northern flank and improved journey times on the trunk road network.

Discussions with South Lanarkshire Council

5.10.10 South Lanarkshire Council (SLC) was also consulted. SLC felt that the **M74 Completion Scheme** had not caused any real traffic issues within the South Lanarkshire area. When the scheme opened initially, there was an issue on

Cambuslang Road where the road narrowed from two lanes to one, but the issue was minor and rectified through further signing.

5.10.11 SLC was not aware of any issues with accidents since the opening of the new scheme, and was happy with the way the local road connections with the new road are currently operating.

5.10.12 In terms of the scheme objectives, SLC has seen a significant improvement in traffic operating in and around the SLC area, particularly in the Rutherglen area, which was problematic prior to the opening of the scheme. SLC also felt that the **M74 Completion Scheme** had improved journey time reliability on routes through the SLC area.

Summary

5.10.13 Taken collectively, the stakeholder consultation has confirmed that the scheme is fulfilling its transport objectives in terms of: diverting traffic away from the North Flank of the M8, taking traffic off (some) local roads; and improving journey times and reducing the number of accidents.

5.11 Operational Indicators - Key Findings

5.11.1 In operational terms, the 1YA project evaluation has found that the new **M74 Completion Scheme** has resulted in:

- large reductions in observed traffic flows east and westbound along the M8 northern flank between Charing Cross and Ballieston (J17/18 to J8) – two way reductions in flows of between 12,500 and 22,500 vehicles per day (between 8-19%).
- reductions in observed traffic flows north and southbound across the Kingston Bridge - around 4,500 vehicles per day northbound (around 6%) and 8,300 vehicles per day southbound (9%), and two-way reductions of around 12,700 vehicle per day (8%).
- the total flows north and southbound on the M73 are largely unchanged, although there were increases in the flows along the M73 accessing the M74 Completion scheme.
- increases in flows north and southbound on the M77 including almost 4,700 vehicles per day (12%) southbound between M8 Plantation and M77 J1.
- the increases in flows north and southbound on the M77 are accompanied by decreases in flows along the A726 – a two-way reduction of around 5,500 vehicles per day (18%), and along the A727 (Glasgow Southern Orbital) – reduction of around 2,000 vehicles per day (8%)
- large flows, of between 32,000 and 35,000 vehicles per day, north and southbound along the new M74 Completion scheme.
- across the local road network, the total daily 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.

5.11.2 The opening of the scheme has resulted in improvements in journey times and vehicle speeds, including:

- large reductions in journey times across the study area e.g. journey time savings of up to 18min during the AM and PM peak periods for trips between Hamilton and Glasgow airport using the **M74 Completion Scheme** and the M8, as opposed to the M73 & M8.
- increases in average vehicles speeds across the majority of the strategic motorway in all time periods.

5.11.3 The **M74 Completion Scheme** is on course in terms of meeting its operational objectives.

5.11.4 Going forward, Transport Scotland and Glasgow City Council will:

- continue to monitor traffic flows on the key counters on the strategic and local road network
- monitor the issues around the operation of J1A Polmadie
- monitor potential issues around the merge between the new M74 and the M8 / M77 section west of the Kingston Bridge.

6 ENVIRONMENT

6.1 Scope

6.1.1 The *Environmental* objective provides discussion and evaluation around a number of sub-objectives:

- Noise and Vibration
- Global Air Quality (Carbon Dioxide (CO2))
- Local Air Quality (Particulate Matter (PM10) and Nitrogen Dioxide (NO2))
- Water Quality, Drainage and Flood Defence
- Geology
- Biodiversity and Habitats
- Landscape
- Visual Amenity
- Agriculture and Soils
- Cultural Heritage
- Physical Fitness, Pedestrians, Cyclists, Equestrians and Community Effects
- Land Use
- Vehicle Travellers

6.1.2 Evaluation is required where a moderate / significant impact has been identified as part of the Environmental Statement (or earlier option appraisal work) or as a direct result of an observed (but unforeseen) impact arising from the site visit and consultation with Stakeholders.

6.1.3 The primary focus of the 1YA project evaluation is to confirm whether the mitigation measures detailed in the Environmental Statement have been implemented, whether they are operating as expected and to alert Transport Scotland to any remedial or additional mitigation that may be required.

6.2 Environmental Assessment

6.2.1 The *Environmental* outcomes associated with the **M74 Completion Scheme** will be presented separately in reports commissioned by Glasgow City Council. Where reporting timescales allow, a summary of the findings will be included in the 5YA report.

7 SAFETY

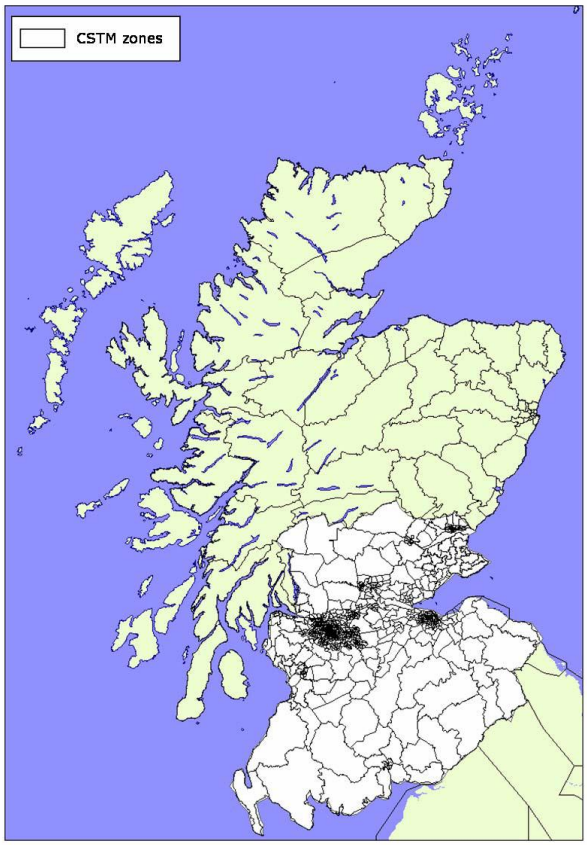
7.1 Accident Comparisons

CSTMA Wide Area

7.1.1 The **M74 Completion Scheme** was expected to offer a higher standard of motorway alternative for many of the existing strategic trips across Glasgow. Strategic trips were expected to divert from existing routes to the new road thereby leading to potential reductions in the number and severity of accidents.

7.1.2 The accident analysis presented at the 2003/04 PLI forecast that the scheme was expected to result in accident savings in the first year "in the range 51 to 68 Personal Injury Accidents (PIAs)" assuming High traffic growth (Scenario 1) and "in the range 50 to 115 PIAs" assuming Low traffic growth (Scenario 2) (Ref. 57687 PLI Final Forecasting and Economics Report).

7.1.3 The PLI accident analysis was undertaken based on the model forecasts etc. over the entire Central Scotland Transport Model (CSTM3A) study area. The extent of CSTM3A is illustrated in Figure 7.1 and covers the whole of central Scotland from the Scottish border in the south to approximately Blairgowrie in the north.



Key: The black outlined sectors represent the models zone boundaries

Figure 7.1 : Central Scotland Transport Model Geographic Coverage

7.1.4 Accident data derived from Police STATS19 reports was obtained from the Scottish Government Transport Statistics branch. Table 7.1 presents a summary of the recorded accidents occurring within the full CSTM3A study area during the period one year before and one year after the opening of the M74 Completion scheme.

Table 7.1 : Before & After Opening Accident Comparisons (CSTM3A Study Area)

Accident Severity	One Year Before (CSTM3A Area)	One Year After (CSTM3A Area)	Change in Accidents
Fatal	135	113	-22
Serious	1287	1205	-82
Slight	6787	6739	-48
Total	**8209**	**8057**	**-152**

7.1.5 It can be seen from Table 7.1 that across the entire CSTM3A study area, personal injury accidents reduced by 152 in the one year after the opening of the M74 Completion scheme. It can also be seen that there were reductions in the severity of each accident following the opening of the scheme.

7.1.6 While it is not possible to attribute the reduction in accidents across the entire CSTM3A model area solely to the opening of the **M74 Completion Scheme**, the reduction can be directly compared to the forecast reduction presented at the PLI which considered the same area.

M73 and M8 Corridor

7.1.7 Considering strategic trips across Glasgow, a review was conducted of accidents occurring in the one year before and one year after the scheme opening. The comparison compared the number of PIA accidents occurring for motorway journeys between M74 Junction 4 (the junction between M74 and M73) and the M8 Junction 22 (the junction between M8 and M77).

7.1.8 Before the opening of the **M74 Completion Scheme**, the strategic route between these points would have been via the M73 and M8. With the scheme in place, the strategic route is more direct along the south side of Glasgow.

7.1.9 Table 7.2 presents a summary of the accidents occurring on the two routes in the one year before and one year after opening of the M74 Completion scheme.

Table 7.2 : Before & After Opening Accident Comparisons (M73 & M8 vs. M74C)

Accident Severity	One Year Before (via M73 & M8)	One Year After (via M74C)	Change in Accidents
Fatal	0	1	+1
Serious	6	5	-1
Slight	107	99	-8
Total	**113**	**105**	**-8**

7.1.10 It can be seen from Table 7.2 that there was an overall reduction of eight accidents for trips between the M74 J24 and the M8 J22. However, it can also be seen that one fatal accident occurred during the one year period after opening period. The fatal accident occurred on the M73 at its junction with the M8.

M8 Northern Flank

7.1.11 As one of the transport objectives of the new **M74 Completion Scheme** was to relieve congestion on the M8 Northern Flank (the section between the junction with the M8/M73 and the M8/M74 at the Kingston Bridge), a further comparison was carried out of accidents occurring on this section only.

7.1.12 A summary of the accidents along the M8 Northern Flank in the periods one year before opening and one year after opening of the scheme are presented in Table 7.3.

Table 7.3 : Before & After Opening Accident Comparisons (M8 Northern Flank)

Accident Severity	One Year Before (Northern Flank)	One Year After (Northern Flank)	Change in Accidents
Fatal	0	0	0
Serious	3	3	0
Slight	84	60	-24
Total	**87**	**63**	**-24**

7.1.13 The comparison shows a reduction of 24 accidents between the one year before and the one year after opening. Although the number of Serious accidents remained the same, the number of slight accidents reduced from 87 in the one year period before opening to 63 slight accidents in the one year after period, a reduction of 24 accidents.

7.2 Road Safety Audit Process

7.2.1 As part of Transport Scotland's statutory responsibilities, Road Safety Audits (RSAs) have been conducted throughout the design and construction of the scheme.

7.2.2 The 1YA opening road safety audit is referred to as the Stage 4 RSA and comprises a review of accident data following scheme opening along with revisiting any actions arising from previous audits.

7.2.3 A Stage 4 RSA was prepared for Transport Scotland and Glasgow City Council by Stewart Paton Associates. The RSA included a detailed review of the accidents which occurred along the scheme during the 12 months following opening. The analysis was is based on the STATS19 information, together with observations made during site visits carried out on 10th and 11th January 2013.

7.2.4 The Stage 4 RSA review of accidents occurring one year after opening identified:

- a total of 20 injury accidents were recorded along the scheme itself – 3 along the mainline and 17 on the side roads and junctions related to the scheme
- all the accidents recorded involved only slight casualties. Although a fatal accident was recorded on Aikenhead Road this was outwith the boundary of the scheme and was not considered in the report
- no accident clusters of 3 or more injury accidents within 200m were recorded during the 12 month period considered.

7.2.5 The audit concluded that the majority of accidents identified along the **M74 Completion Scheme** (and its associated junctions and slip roads) could be

attributed to driver error (mainly 'failing to look') or factors outwith the scope of the design of the scheme.

7.2.6 The Auditors made two observations relating to accidents in the vicinity of the M74:

- a potential issue with traffic signal settings at a location just off one of the M74 slip roads
- a potential lack of cycle facilities at the junction of Cathcart Road and Aikenhead Road.

7.2.7 The Stage 4 RSA also revisited some of the recommendations / outstanding matters that were identified as part of the Stage 3 RSA, carried out immediately before opening. These included issues around boundary fencing and landscaping, advanced directional signage, location of signing poles, vegetation, illumination and provision for non-motorised users.

7.3 Stakeholder Consultation

7.3.1 A range of stakeholders responsible for safety and security across the trunk road network were consulted.

7.3.2 The following sections briefly summarise the results of the initial stakeholder consultation, many of which will be contacted again as part of the scheme's 5YA opening evaluation.

Police Scotland

7.3.3 Police Scotland were consulted on the operational and safety aspects of the M74C scheme one year after opening. Police Scotland have responsibility for patrolling the new route and attending any traffic related issues.

7.3.4 Police Scotland felt that the opening of the **M74 Completion Scheme** had shown some significant major improvements to journey times for trips into and through Glasgow.

7.3.5 Police Scotland felt that traffic levels had increased around the Maryville junction with the M73 appearing much busier. During the PM period, queuing traffic was reported southbound on the M74 at the junction with the M73, and standing queued traffic on the M8/M74C section at the Kingston Bridge area.

7.3.6 Some lane discipline issues were also reported.

7.3.7 Locally, Police Scotland commented on issues experienced during the inter-peak period at Junction 1a (Polmadie) where they felt that not enough greentime had been given to city bound traffic exiting the M74C. It should be noted that the operation of the Polmadie junction was reviewed shortly after opening and the signal timings adjusted to allow for better operation.

7.3.8 Police Scotland were not aware of any fatal accidents occurring on the new M74C although a few minor incidents have occurred.

7.3.9 In terms of the M74C scheme objectives. Police Scotland felt that journey time reliability has improved since the opening of the scheme, along with reduced congestion on the M8. They also felt the scheme had significantly improved the road network in and around Glasgow.

Discussions with Transport Scotland's TRBO Strategic Road Safety Team

7.3.10 Transport Scotland's Trunk Road & Bus Operations Strategic Road Safety team was also consulted. The team is responsible for monitoring the safety performance of the trunk road network as well as analysing injury accident data, carrying out audits on new constructions and trialling new technology.

7.3.11 In terms of the M74C scheme objectives, the view was that the new road had seen very few accidents since opening and no black-spots or incident areas had emerged so far. The team will continue to monitor any issues on the new route.

Discussions with Glasgow City Council

7.3.12 Glasgow City Council (GCC) undertook a number of site visits and monitored all personal injury accidents along the length of the M74C scheme since its opening in 2011. GCC confirmed that from the data analysed no serious or fatal accidents had occurred along the scheme length and, although the data did not permit a full statistical analysis to be carried out, the results showed no evidence of an accident pattern emerging. GCC also confirmed that no individual area has been shown to be problematic since the opening of the M74C scheme.

7.3.13 GCC confirmed that there were no recorded accidents related to poor visibility or sub-standard design factors of the scheme. GCC continue to monitor the general operation of the route and have made recommendations in relation to signage and signal control operation in a number of locations. Physical alterations were undertaken at the Polmadie / Aikenhead Road junction. GCC also confirmed that the full safety statistics were included within the M74 RSA Stage 4 report.

7.3.14 GCC are not aware of any emerging issues with the safe operation of the M74C scheme and continue to monitor the operation in and around the area.

Discussions with South Lanarkshire Council

7.3.15 Road safety officers at South Lanarkshire Council (SLC) were consulted. SLC were not aware of any specific safety issues arising as a result of the new M74C scheme. In general, the scheme had brought improvements which have been felt locally as well as on other routes such as the M8 Northern Flank (between the junction with the M8/M73 and the M8/M74 at the Kingston Bridge).

7.3.16 Accidents hotspots along Rutherglen Main Street remain, but SLC felt these were pedestrian related and not connected with the M74C scheme. SLC were also aware of accident clusters along the Main Street in Cambuslang but, again, these were not thought to be connected to the M74C scheme.

7.3.17 In terms of the M74C scheme objectives, SLC did not believe there to be any emerging issues with the safe operation of the new route. Like Transport Scotland, they will continue to monitor the operation of the road.

7.4 Safety - Key Findings

7.4.1 The opening of the **M74 Completion Scheme** has led to:

- reductions in the overall number of personal injury accidents (PIAs) across the full CSTM3A study area – around 152 less PIAs in the one year period following the opening of the scheme compared to the equivalent before opening period. This compares to forecast reduction of between 50 and 115 PIAs in the first year of opening.
- reductions in the number of PIAs for traffic using the new M74 Completion Scheme compared to the alternative route, i.e. M73 & M8. 8 PIAs were recorded in the one year period following the opening of the scheme compared to the equivalent before opening period.

7.4.2 It is recognised that the accident appraisal covers the entire CSTM3A model area, which stretches from the Scottish border in the south to Blairgowrie in the north (to allow a direct comparison against the PLI forecast). As a result, it is not possible to fully attribute the reduction in accidents across the entire area solely to the opening of the M74 Completion scheme. However, the reduction in number of PIAs in the one year after opening should be seen as positive and it is worth noting that the reduction was greater than that originally forecast to occur across the same area.

7.4.3 In terms of safety, the new **M74 Completion Scheme** is achieving its safety objectives in terms of improving safety and reducing traffic accidents on both the local and trunk road networks.

7.4.4 Going forward, Transport Scotland and Glasgow City Council will continue to monitor the operation of the route, and any issues around the Stage 4 RSA will be captured as part of the on-going process.

8 ECONOMY

8.1 Scope

8.1.1 The *Economic* outcomes associated with the **M74 Completion Scheme** are presented separately in reports commissioned by Glasgow City Council. These focus on the extent to which the project delivers the predicted economic benefits as set out in the original Business Case accepted by Scottish Ministers in 2001.

8.1.2 The reports are presented as a series of monitoring reports covering the 2001 – 2015 period which and outline the quantitative and qualitative economic impacts generated through **M74 Completion Scheme**, and associated activities.

8.1.3 The reports will consider the key changes and progress across eight indicators:

8.1.4 Employment: total employment in the M74 Corridor (as of 2012) and how changes since 2001 have affected performance against the proposed creation of 20,000 gross new jobs in the Greater Glasgow area by 2030;

- Population: changes in the population and demographics of the area;
- Business base: impact of the project on the business base, and the types of business attracted to the area;
- Land and development: assessment of land and sites developed, and current applications, both commercial and residential spaces;
- National competitiveness: assessment of the impact on economic performance;
- Wider catalytic impact: assessment of the impact activity arising from the M74 Completion.

8.1.5 The qualitative and quantitative analysis against each indicator will be conducted across the following geographic levels:

- M74 Corridor – area within an approximate 2km radius of the M74 Completion route, defined using postcode sectors and wards in both Glasgow and South Lanarkshire ;
- Greater Glasgow – comprised of the Glasgow, Renfrewshire, East Renfrewshire, South Lanarkshire, North Lanarkshire and East Dunbartonshire local authority areas; and
- West Central Scotland – Greater Glasgow as defined above, plus Inverclyde, West Dunbartonshire, East Ayrshire, North Ayrshire, and South Ayrshire local authority areas.

8.1.6 The findings from these reports will be précised in a Final Report in 2016.

8.2 Economic Outcomes

8.2.1 The *Economic* outcomes associated with the **M74 Completion Scheme** will be presented separately in reports commissioned by Glasgow City Council. Where reporting timescales allow, a summary of the findings will be included in the 5YA report.

9 INTEGRATION

9.1 Introduction

9.1.1 As part of the **M74 Completion Scheme** project evaluation process, in accordance with STRIPE Guidance, an initial evaluation of transport integration was conducted.

9.1.2 Transport integration is evaluated where there are forecast impacts resulting from an intervention/scheme. Policy integration and land-use transport integration reviews whether the project fitted with the local and national planning policies current at the time.

9.2 Strategic Policy Integration

9.2.1 A review of strategic planning policy at the time was conducted. Many of the documents were referred to in evidence given at the Public Local Inquiry for the scheme (December 2004 to March 2004). The following sections briefly summarise those of key relevance.

NPPG 17: Transport and Planning

9.2.2 The (then) national planning policy guidelines set out the Government's policy on planning and transport matters, promoting an integrated approach to land use, economic development, transport and the environment. The approach is based on the following objectives:

- To meet Government commitments and targets on greenhouse gases and local air quality
- To maintain and enhance the quality of urban life
- To maintain and enhance the natural and built environment, through restricting adverse environmental impacts
- To support sustainable economic development within a pattern of land use and integrated transport which serves the economy and communities, promotes genuine choice of transport mode, facilitates a reduction in car use, and supports more use of walking, cycling, and public transport

9.2.3 NPPG17 expected land use planning to contribute to these objectives by:

- Reducing the need to travel
- Enabling people to access local facilities over local networks by short walking or cycling trips
- Supporting the provision of high quality public transport to development, in order to persuade motorists that public transport is more attractive to them than car use
- Supporting the management of motorised travel to enable it to undertake its essential role effectively, but in all other respects to contribute to sustainable transport objectives

9.2.4 NPPG brought these elements together, suggesting that developing local authority led structure plans and local transport strategies would provide the coordinating

mechanism to define the wider planning and environmental context for transport schemes.

9.2.5 In the case of trunk roads, including motorways, NPPG17 noted that these have an important strategic role in carrying long distance traffic between major centres, and that plans should aim to reduce the use of trunk roads for short local journeys.

9.2.6 In terms of the scheme objectives for the **M74 Completion Scheme**, NPPG17 very much established the framework around the approach to matching the competing needs of land use, economic development, transport and the environment. These, in turn, led to the overarching criteria used in developing the scheme objectives themselves (outlined as follows).

Strategic Roads Review

9.2.7 The 1998 White Paper *Travel Choices for Scotland* provided the framework for the development of an integrated transport system in Scotland. It referred to the Government's Strategic Roads Review, which was undertaken in parallel with the White Paper and used an appraisal framework to determine future priorities for trunk road investment. The assessment methodology for trunk road projects was reviewed in 1997/8, resulting in the publication in December 1998 of a report entitled *Review of Scotland's Trunk and Strategic Road Programme – Understanding the New Appraisal Methodology*. The New Appraisal Methodology (NAM) was broadly based and took account of five criteria:

- Environment
- Safety
- Economy
- Integration
- Accessibility

9.2.8 A comprehensive review of the strategic road network in Scotland was published in 1999 in a report entitled Travel *Choices for Scotland – the Strategic Roads Review* which acknowledged the role of major trunk road improvements within the Scottish Executive's integrated transport strategy and appraised all schemes in the trunk road programme at that time on the basis of the five criteria.

Working Together for Scotland – A Programme for Government

9.2.9 In January 2001, the Scottish Executive published *Working Together for Scotland – A Programme for Government* that set out the (then) Scottish Executive's overall policy priorities.

9.2.10 The Executive committed itself to increasing investment in transport infrastructure and to completing the M74 strategic link between Cambuslang and west of the Kingston Bridge by 2008.

Scotland's Transport: Delivering Improvements

9.2.11 In *Scotland's Transport: Delivering Improvements* published by the Scottish Executive in March 2002, there was recognition of the important contribution of the trunk road network to an integrated transport strategy, road transport being the predominant transport mode in Scotland.

9.2.12 Significant investment in the motorway and trunk road network, including a commitment to fund the M74C, was confirmed.

9.2.13 The document also recognised the importance of curbing traffic growth, including a commitment to strive to stabilise road traffic at 2001 levels by 2021.

Building Better Transport

9.2.14 In 2003, the Scottish Executive published a report entitled *Building Better Transport* highlighting the need for further investment in the trunk road and motorway network, including the M74C across Glasgow to improve access through the Clyde Corridor and to relieve the M8.

A Partnership for a Better Scotland

9.2.15 In May 2003, the Scottish Executive published *A Partnership for a Better Scotland* which recognised that the Scottish people and the Scottish economy needed reliable, efficient transport and that an effective transport system was central to a thriving economy and strong communities. The Scottish Executive committed itself to completing the central Scotland motorway network. The M74C was listed as a major element of this commitment.

Central Scotland Transport Corridor Studies

9.2.16 In parallel with the strategic review (above), work was undertaken developing other complementary transport proposals within the Central Scotland Transport Corridor Studies (CSTCS) for the A8, A80, and M74 trunk road corridors. The overriding aim of these studies was to devise plans for specific interventions that would resolve or ameliorate transport problems along the corridors, while also meeting the five appraisal criteria.

9.2.17 For the M74 corridor, the CSTCS considered measures needed to complement the proposed new road, either by addressing local difficulties which might arise as a result of the new road or by taking advantage of the relief provided by the new road which was targeted at resolving existing strategic problems.

9.2.18 Having considered the recommendations of the CSTCS, the (then) Transport Minister announced that the Executive would support and provide funding where appropriate for bus and pedestrian priority and road safety and traffic management measures that are complementary to the M74 Completion scheme, including:

- The introduction of bus priorities on Cambuslang Road to provide better operating conditions for buses on Stonelaw Road
- The reallocation of road space on the A74 London Road
- Junction modifications on Cambuslang Road
- The development of a local network of recommended routes for heavy goods vehicles
- The use of localised traffic management measures to reinforce the road hierarchy in the Corridor
- Improvements to footpaths and streetscape on pedestrian routes to rail stations and bus stops

9.2.19 Other recommendations arising from the Corridor Studies which were identified as benefiting the M74 Corridor included:

- Improvements to the Glasgow to Carfin/Holytown rail services
- Improvements to the Glasgow to Whifflet rail services
- Improved integration and facilities for public transport
- "Hearts and Minds" Initiatives

Glasgow and Clyde Valley Joint Structure Plan

9.2.20 The approved structure plan for the area was the (then) *Glasgow and the Clyde Valley Joint Structure Plan (2000)*, approved by the Scottish Ministers in 2002. The structure plan had four aims:

- To increase economic competitiveness, by identifying a framework of development opportunities which will meet the needs of new and expanding businesses, develop an inclusive economy and improve the attractiveness of the area for investment.
- To promote greater social inclusion and integration, by improving the quality of life and identity of local communities in terms of jobs, housing, services and environmental conditions, particularly for the most disadvantaged in society.
- To sustain and enhance the natural and built environment, particularly by the re-use of existing urban land and buildings and the sustainable use of natural resources.
- To integrate land uses and transportation, by promoting improved access to and between work, home, leisure and shops, in particular by public transport, and an increase in the proportion of goods moved by rail.

9.2.21 Each of these aims was expanded by additional commentary making reference to disadvantaged communities concentrated in areas associated with poor housing, environment and access to employment, vacant and derelict urban land (with particular mention of Glasgow's East End). The Plan also referred to the constraint on the effectiveness of the motorway system because the Clyde crossings were becoming critical bottlenecks, particularly the Kingston Bridge.

9.2.22 The transport section of the structure plan listed the **M74 Completion Scheme** as one of a number of transport improvements that would make important contributions to the strategic transport network. The justification for the inclusion of the M74 stated that there were "acknowledged gaps in the Strategic Road Network within the Structure Plan area which will have a significant impact upon the competitiveness of the Metropolitan Area over the longer term period up to 2020. These have already been the subject of detailed evaluation and justification, and previous approvals by the Secretary of State for Scotland". The text went on to note that the M74 Completion "will improve access to and from Inverclyde, West Dunbartonshire, Renfrewshire and Glasgow International Airport, through Glasgow City Centre to Lanarkshire and the national motorway network of the M74/M6".

9.2.23 The *Glasgow and Clyde Valley Joint Structure Plan 2006 – The Twenty Year Development Vision (Written Statement, 29 April 2008)* was prepared by a Joint Committee consisting of eight Councils: East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Lanarkshire Council, Renfrewshire Council, South Lanarkshire Council, and West Dunbartonshire

Council. The structure plan set out an agenda for sustained growth as the basis for a twenty-year planning and development strategy for Glasgow and the Clyde Valley.

9.2.24 The document identified the M74 as a 'Key Gateway' as part of the Clyde Gateway Initiative, which was "to restructure the urban areas and create a new focus of economic development based upon the key position of the Clyde Gateway in the existing and proposed transport network by:

- the completion of the M74 as a key Gateway to the conurbation

9.2.25 The report went on to describe "maintaining the vitality and attractiveness of Glasgow City Centre as the strategic focus for the metropolitan area by:

- improving transport links to enhance accessibility across Scotland, including Glasgow Crossrail (linking the north and south electric rail networks) and the M74 Extension

9.2.26 A section on Joint Transport Priorities identified the need to improve external linkages and internal mobility within the Plan area through the projects identified in the Joint Transport Strategy (JTS). It went on to say that the "existing joint transport commitments have resulted in the completion of the Glasgow Southern Orbital, M77 Extension and Milngavie - Larkhall rail line, and the commitment to the completion of the M74".

9.2.27 The **M74 Completion Scheme** was identified as part of a number of gaps in external transport links:

- Glasgow City Centre Hub: the linking of rail systems by Crossrail and potentially by a new City Centre tunnel, the M74 and M8 (East) completion, rail links to West Lothian and higher speed rail links to Edinburgh

9.2.28 The report also identifies that public transport needs to offer high quality accessibility in terms of flexibility, frequency, long-term quality, and image, and interchange facilities across the whole Metropolitan area, particularly in areas of high car-ownership. Providing access to strategic development locations which cannot be served easily by the fixed rail network remains an issue, particularly the Waterfront Metropolitan Flagship Initiative areas, and the employment centres along the corridors of the A8/M8 and the M74/East End Regeneration Route. The growing scale of circumferential movements around the conurbation also needs to be addressed.

- *M74 (Completion) - this scheme, in particular, will improve access to and from Inverclyde, West Dunbartonshire, Renfrewshire and Glasgow International Airport, through Glasgow City Centre to Lanarkshire and the national motorway network of the M74 - M6*

9.2.29 The report acknowledged New Road Schemes and gaps in the Strategic Road Network within the Structure Plan area stating these would "have a significant impact upon the competitiveness of the metropolitan area over the longer term period. Some of these have already been the subject of detailed evaluation and justification, and previous approvals by the Scottish Ministers and includes the **M74 Completion Scheme**".

9.2.30 In terms of International Transport Facilities, the report states that "the economic competitiveness also depends on the effectiveness of the international transport network" and highlights "the completion of the M74 and provision of more effective public transport links to Glasgow International Airport are of particular significance in

ensuring the continued competitiveness of the Structure Plan area. It is also important to maintain and improve the quality of access to the airport from the M8".

9.3 Land-Use Transport Integration

9.3.1 A review of local planning policy at the time was conducted. Again, many documents were referred to in evidence given at the 2003/04 PLI for the scheme. The following sections briefly summarise those of key relevance.

Glasgow City Council: Keep Glasgow Moving – Local Transport Strategy

9.3.2 Glasgow City Council's (then) *Keep Glasgow Moving – Local Transport Strategy* set out the long-term strategy for transport in Glasgow, a key aim of which was to develop a road network that supported sustainable economic and social development. This aim was supported by the Development Strategy policy seeking completion of the motorway network by connecting the existing M74, terminating at Fullarton Road, to the M8 west of Kingston Bridge.

9.3.3 The (then) *Keeping Glasgow Moving – Glasgow Local Transport Strategy 2007-2009* set out Glasgow City Council's aspirations for taking forward transport policy and infrastructure within Glasgow. As well as communicating the Council's transport strategy it also informed the development of the statutory Regional Transport Strategy and outlined the framework for delivering the objectives of the National Transport Strategy and Regional Transport Strategy at a local level.

9.3.4 The document states that "the **M74 Completion Scheme** was taken forward by the Scottish Executive in partnership with Glasgow City, South Lanarkshire and Renfrewshire Councils early in 2001. In August 2006, following a public local inquiry, the procurement process commenced, and the road is now programmed to open in 2011".

9.3.5 The document went on to say that the "central Scotland's motorway network will be largely complete following the completion of the M74 and upgrading of the A8 and A80 trunk roads to motorway to the north and east of Glasgow. The completion of the M74 will reduce congestion and consequent pollution levels on the existing M8 through the City Centre and significantly increase accessibility to the south and east side of the city as well as reducing traffic volumes on local roads close to the scheme".

9.3.6 The local plan for the section of the motorway route within the Glasgow City Council area was the (then) Glasgow City Local Plan, adopted in 2003. The Plan stated that "The East End and Riverside areas contain significant amounts of vacant land and derelict buildings poorly located in relation to transport infrastructure. To stimulate economic regeneration of these areas, gaps in Glasgow's strategic road network require to be filled, principally the M74 Completion…".

9.3.7 The Plan went on to state that "Completion of the M74, the crucial missing link in the Scottish motorway network, will relieve the congested Kingston Bridge and inner sections of the M8 and significantly improve road access to international transport facilities such as Glasgow Airport and Eurocentral. The M74 completion will help deliver the Clyde Gateway Initiative identified in the Joint Structure Plan. Its completion will improve access to the area responsible for generating over 60% of Scotland's manufactured exports and help to unlock vacant industrial land and buildings".

9.3.8 Again, the underlying origins of the **M74 Completion Scheme** objectives can be seen by the aspirations and commitments in the LTS documents.

Glasgow City Plan 2

9.3.9 The *Glasgow City Plan 2* ensured that Glasgow's regeneration framework remained up-to-date and equipped to tackle issues and realise development opportunities across the city. It provided detailed guidance on the shape, form and direction of development in Glasgow, indicated the way in which the Council wished to see the City's physical structure develop over the lifetime of the Plan and identified the planning action and infrastructure investment required to deliver the change.

9.3.10 The Plan specifically mentioned the Clyde Gateway, which "contains some of Scotland's poorest communities, and suggests that the scale of vacant and derelict land in the Gateway means that the regeneration of this area will require the longer term commitment of a range of parties". The document then goes on to say "that the completion of major infrastructure proposals such as the M74 Completion, East End Regeneration Route and new rail stations will also help to open the area up for regeneration".

9.3.11 This is further mentioned in the document: "the Council, in partnership with the Scottish Government, Strathclyde Partnership for Transport and others, is also delivering on a programme of major infrastructure works, including the M74 Completion and Clyde Fastlink, which are intended to help facilitate the regeneration of the Plan's Key Regeneration Areas".

9.3.12 The **M74 Completion Scheme** was also highlighted within the document "to stimulate the economic regeneration of the area, and is recognised as a national regeneration priority by the Scottish Government".

9.3.13 In terms of jobs, the document stated that the "Clyde Gateway has been identified as a strategic industrial and business location and continues to identify the East End as a Core Economic Development Area. It is anticipated that local employment opportunities will be created, or enhanced, by the improved accessibility provided by the M74 Completion and the East End Regeneration Route (EERR)".

9.3.14 The document also stated that the delivery of the **M74 Completion Scheme** was considered essential to the redevelopment of many of the long-term vacant and derelict sites in the area.

9.3.15 Again, the document makes specific reference to the **M74 Completion Scheme** and how pivotal it would be to the regeneration of areas of east Glasgow.

South Lanarkshire Council

9.3.16 South Lanarkshire Council's (then) *Local Transport Strategy - A Vision for Genuine Travel Choices* set out the long term strategy for local transport in South Lanarkshire. It recognised that constructing new roads was still required in some areas and in specific circumstances and contained a commitment to the M74C.

Local Transport Strategy (2006-2009)

9.3.17 More recently, the South Lanarkshire Council Local Transport Strategy (2006-2009) specifically mentioned the proposed M74 extension that it had been subject to PLI and was supported by Scottish Ministers.

9.3.18 The document also highlighted local problems in the Rutherglen and Cambuslang areas due to "*development pressures from Clyde Gateway, Oatlands, Hoover site, M74 extension and associated developments*".

9.3.19 The document went on to say that "*formerly dominated by traditional industries, the wider Cambuslang area remains an important centre of employment, with a range of employment opportunities in various business parks and industrial areas within the main settlements. However, the lack of good road and public transport connections to these business locations from other town within South Lanarkshire and the wider conurbation remains an issue. The M74 Completion is vital to achieving improvements to the growth of the local economy in the wider Cambuslang area*".

9.3.20 The document also stated that "the council will support the **M74 Completion Scheme** and land will be reserved within the Local Plan where appropriate". The document went on to say that "the council will support the development and implementation of the scheme".

9.3.21 The report also included comment on air quality, and although the assessment concluded that there were no requirements to establish Air Quality Management Areas in South Lanarkshire, the Report recommended monitoring of traffic flows and speeds to assess the impact of the M74 Completion to ensure that the predicted impacts on air quality are realistic and do not breach air quality objectives.

9.3.22 In terms of funding, the report also stated "that in many instances, especially larger projects, partnership working is pursued, where Roads and Transportation Services will work together with partners from outside the council as well as other Services and Resources from within the council. In these instances there is a strong base of funding, resources and expertise and this pooling of resources can ensure the completion of major projects. Examples of such projects would include the Glasgow Southern Orbital, the M74 and the Larkhall Rail Link, where many partners including South Lanarkshire Council were involved".

South Lanarkshire Local Plan – Volume 1

9.3.23 The preparation of the *South Lanarkshire Local Plan – Volume 1* sought, for the first time, to set out in a unified manner the Council's vision and strategy for development and land use across the whole of the Council's area. The aim of the Plan was to promote the continued growth and regeneration of South Lanarkshire in a sustainable manner, while seeking to improve and safeguard the environment of our urban and rural areas. In this regard, the Plan set out an ambitious growth programme for our major towns while ensuring that on-going urban and rural regeneration priorities were supported.

9.3.24 The document specifically mentioned "settlements in proximity to the M74 can offer locations close to motorway junctions and attractive locations for, in particular, storage and distribution purposes".

9.3.25 The report also lists Development Framework Sites and lists seven locations where Development Frameworks are to be produced and set out key considerations for their content and delivery. It specifically mentioned a road network and linked transport infrastructure that:

- *exploits the area's potential connections to the M74 and the East End Regeneration Route*

9.3.26 The **M74 Completion Scheme** was identified within the document as part of the New Roads Infrastructure policy where the Council "*supports and reserves the land identified on the Proposals Map for new/improved roads infrastructure for the following schemes the M74 Completion scheme*".

9.3.27 The document also states that "Within the South Lanarkshire area there are a number of key strategic road routes, these are identified in the Council's Local Transport Strategy. These routes connect centres of population and economic activity and are essential to the local and wider economy. This is recognised in the Structure Plan which recognises the M74 as an essential link to the 'Central Corridor'".

9.4 Integration - Key Findings

9.4.1 The local planning documents of the time clearly set the context for the objectives taken forward for the **M74 Completion Scheme**. The 1YA project evaluation has established that the scheme has achieved its objectives in terms of :

- providing relief to the M8 Northern Flank and to the local road network through the transfer of traffic from the local road network
- improving journey times for local and strategic journeys overall
- improving access along and adjacent to the scheme corridor
- improving safety and reduced traffic accidents.

9.4.2 In terms of the wider planning objectives, the scheme has:

- provided a strategic transport link across the south of Glasgow
- improved access to Glasgow Airport and other key strategic commercial and industrial sites.

9.4.3 Going forward, the increase in accessibility will contribute to:

- 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
- providing opportunities around East End Regeneration and for 2014 Commonwealth Games.

9.4.4 The outcomes from the operational evaluation confirm that the **M74 Completion Scheme** is on track to achieving the wider planning objectives (of the time).

10 ACCESSIBILITY & SOCIAL INCLUSION

10.1 Introduction

10.1.1 As part of the **M74 Completion Scheme** project evaluation process, an evaluation of transport accessibility and social inclusion was conducted.

10.1.2 Accessibility and Social Inclusion tend to be assessed only where there are forecast impacts or in support of a transport planning objective, although unforeseen impacts may come to light during the audit process.

10.1.3 No quantitative assessment was conducted as part of the 1YA opening report, this aspect not having been defined in the original scope of the evaluation. Instead, a range of stakeholders were consulted, who have interests in a range of issues around accessibility, public transport, walking and cycling.

10.2 Community Accessibility

Strathclyde Partnership for Transport

10.2.1 Strathclyde Partnership for Transport (SPT) who are the largest of Scotland's seven regional transport partnerships were contacted. SPT runs the Glasgow Subway, a host of specialist bus services and are responsible for delivering public transport across the Strathclyde area. Through their overseeing role, SPT Public Transport Officers are aware of some of the issues faced by bus operators following the opening of the new scheme.

10.2.2 No bus services are actually routed along the **M74 Completion Scheme** but the relief offered by the new scheme has improved journey time reliability during the AM Peak for those services coming from the north and east. The transfer of commuter traffic from the Northern Flank of the M8 (between the junction with the M8/M73 and the M8/M74 at the Kingston Bridge) onto the new road has freed up some spare capacity and this in turn was felt to improve journey time reliability for most services.

10.2.3 SPT Officers were not aware of significant changes to First Group bus services in Glasgow, with most operating the same timetable as before the opening of the new route. Some localised issues have been reported around J1A Polmadie where a number of roads converge on a new signalised junction with the new scheme. At busy times, the queues from the junction can extend back onto New Rutherglen Road. Conversely, the new junction has attracted trips away from other areas such as Mill Street/Main Street where operations was slightly improved. Similarly, SPT felt that services along Cathcart Road/Gorbals were slightly more reliable following opening of new road.

10.2.4 Overall, SPT Officers felt that the new road had improved the situation for services during the AM Peak period, and offered some relief for morning peak services, particularly on the Northern Flank of the M8. However, additional traffic funnelling into the Braids section of the M74C/M8/M77 area during the PM Peak period had impacted on journey time reliability for some evening peak services.

10.2.5 In relation to the scheme objectives, the new road has assisted in improving public transport journey times through the transfer of traffic from many of the local roads onto the new route.

Discussions with First Glasgow

10.2.6 First Glasgow, operator of many of the local bus services in Glasgow, were also consulted.

10.2.7 First Glasgow has not experienced any significant improvement or worsening of services since the **M74 Completion Scheme** became operational. Some services were suggested to have seen some improvements in journey time reliability but this has not been significant.

10.2.8 The only other issues First Glasgow experienced was when events take place at Hampden Park or on match days at Celtic Park. Traffic issues at the Cambuslang/Toll Cross junction were also highlighted, but First Glasgow felt this was football day related only.

10.2.9 When asked about patronage levels, First Glasgow felt that no increases have occurred and suggested the opposite has actually taken place. With more route choice now available for trips travelling into Glasgow, using either the M8 Northern Flank or the M73 and onto the M74, from north and west of Baillieston, First Glasgow felt car trips are more likely.

10.2.10 In terms of the scheme objectives, First Glasgow have made no changes to their timetabled routes. Their services have been shown to operate well during the inter-peak period, and any issues their services do face occur during the AM and PM peak periods. In their view, some minor savings have been made on local roads.

Discussions with Transport Scotland's TRBO Concessionary Fares Unit

10.2.11 Transport Scotland's Trunk Road & Bus Operation Concessionary Fares Unit were consulted. The unit deals with concessionary fares reimbursement to operators for those travelling using Scotland's National Entitlement Card. The focus of the discussion was around one of the scheme's transport objectives to improve access along the corridor, along with one of the wider planning objectives to relieve congestion in order to free up opportunities for investment in public transport.

10.2.12 Asked if the **M74 Completion Scheme** had relieved congestion to such an extent that it had impacted on the level of concessionary fare travel in south Glasgow, the view was that the new route had had little impact to the levels of reimbursements being claimed by bus operators. As no bus services route along the new road but mainly cross underneath it, the number of routes and services was little changed from pre-construction levels.

10.2.13 In terms of the scheme objectives, the Unit, while happy to acknowledge the benefits of the new road, didn't feel these had translated directly into material increases in concessionary travel in south Glasgow.

Glasgow City Council Land & Environment Services

10.2.14 Glasgow City Council's Land & Environment Services (LES) team were consulted. GCC LES manages the city's parks and open spaces, the local transport network,

waste strategy and the environmental health and trading standards functions. GCC LES were the managing agent for the delivery of the new M74C. The discussion focused around the scheme's objectives such as removing traffic from local roads to create opportunities for development and investment in cycling and walking.

10.2.15 Asked about investment in cycling and walking since the completion of the new scheme, GCC reported on the success of the Smarter Choices Smarter Places investment in the East End of Glasgow. The Smarter Choices Smarter Places is a Scottish Government project where seven communities across Scotland were chosen to receive funding to improve the built environment and work on projects that will encourage active travel. In Glasgow's case, GCC's On the Move initiative was an East End accessibility project to encourage residents and visitors in Glasgow's East End to foster healthier lifestyles by adopting sustainable and active modes of travel.

10.2.16 Delivered between 2009 and 2012 this particular project represented an investment of £2.5 million – of which more than £1.3 million came from the Scottish Government – to deliver a package of localised measures that comprised a mix of infrastructure improvements, an intensive sustainable transport marketing campaign and practical support for people wishing to adopt sustainable travel methods.

10.2.17 A second scheme, the Tradeston Cycle Route, will reach the design stage in 2014 and is due to go forward to construction in 2015. The new route will provide a mix of segregated and shared use cycle route from Tradeston Footbridge to Shields Road.

10.2.18 Asked whether there had been any change in walking and cycling activity since the opening of the scheme, GCC were able to provide evidence from their annual programme of walking and cycling survey, carried out in June of each year. The surveys are conducted over two days recording cycling and walking movements crossing a city-wide cordon. On the south side of the city, the cordon essentially follows the south side of the River Clyde. The results of the surveys suggest that in the 2010 survey (a year before the scheme opened to traffic) there were a total of 22,954 two-way walking and 2,776 two-way cycling movements. In the 2012 survey (a year after the opening of the scheme), the figures for walking reduced slightly to 21,063, but the figure for cycle activity increased to 3,499 two-way cycling movements, a change -8% and +26% respectively. The important thing to recognise is that these are snapshots over a couple of days in June each year, and not long term trends.

10.2.19 To track longer term trends in cycling activity, and in addition to the annual survey programme, GCC has been installing several automatic cycle counters located in and around the city. Four sites have been located on the main river crossings and have been operation from 2012. The data appears to suggest that cycling activity has continued to increase by a further 13% between 2012 and 2014, albeit that these figures will include some influence around the 2014 Commonwealth Games.

10.2.20 In terms of the scheme objectives of investing in walking and cycling, GCC were able to report that they had implemented one major scheme connecting the city with the East End Regeneration Area, with a further scheme currently in preparation. An annual programme of cycling and walking surveys is carried out each year and appears to suggest that while walking activity has reduced slightly, cycling activity has increased considerably although it is acknowledged that this can't be solely attributed to the completion of the M74.

10.3 Accessibility & Social Inclusion - Key Findings

10.3.1 Consultation with stakeholders confirmed that the **M74 Completion Scheme** was assisting public transport operators across the city. Although bus operators have not made significant changes to their services or timetables, the transfer of trips from the local roads to the new route has released some road capacity for services.

10.3.2 In addition, Glasgow City Council has placed a significant investment in walking and cycling facilities in the East End of Glasgow. A second cycling scheme is in the design stage and should be implemented in 2015.

10.3.3 The **M74 Completion Scheme** is on track to meet its accessibility objectives by allowing public transport operators to make some minor efficiency savings to services and Glasgow City Council to bring forward major investment in walking and cycling facilities.

10.3.4 The opportunities offered by the new route will benefit the regeneration of the east and south Glasgow, particularly in 2014 for the 2014 Commonwealth Games where the route has played a role in delivering a key transport solution.

11 COST TO GOVERNMENT

11.1 Investment Costs

11.1.1 As part of this 1YA project evaluation, a comparison has been conducted between the forecast scheme costs used during the assessment and the predicted net project outturn costs one year after scheme opening.

Scheme Cost Estimates

11.1.2 Transport Scotland confirmed their approval to award the contract for the design, construction, completion, and 5 year maintenance of the M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) to *Interlink M74 Joint Venture* on 14 February 2008.

11.1.3 Glasgow City Council (Employer) awarded the contract on 4 March 2008. The contract value was £457,026,781.

11.1.4 At contract award, in March 2008, the Net Project Outturn Cost was predicted to be £692.3M, inclusive of land costs, professional services, advance works & main works costs and any income from rental, surplus land and other contributions.

11.1.5 The **M74 Completion Scheme** opened to traffic on 28 June 2011.

11.1.6 Following discussions between the Employer and the Contractor, an early financial settlement figure of £439,758,736 for the Main Works Contract was agreed in December 2011. The settlement mechanism was set out in a Minute of Agreement that was signed by the Project Partners.

11.1.7 One year after opening, in June 2012, the predicted Net Project Outturn cost approved by the project partners remained at £692.3M, pending a comprehensive review of future expenditure and income up until 2016.

11.1.8 The net project out-turn costs are summarised in **Error! Reference source not found.** below.

Table 11.1 : Comparison of Project Costs

Assessment	Timescale	Scheme Cost
Forecast Cost	February 2008 (Contract Award)	£692.3M
Predicted Out-Turn	June 2012 (1 Year After Opening)	£692.3M

11.2 Cost to Government – Key Findings

11.2.1 A comparison of the scheme costs indicates that the predicted net project out-turn costs one year after opening are in line with the forecast estimates at pre-contract award.

11.2.2 A further comparison will be conducted as part of the 5YA project evaluation.

12 WORKING TOWARDS ACHIEVEMENT OF OBJECTIVES

12.1 Evaluation Summary

12.1.1 This 1YA opening evaluation has examined the **M74 Completion Scheme**, which opened to traffic on June 2011. The evaluation has compared various metrics in the 12 months before opening with the 12 months following opening.

12.1.2 The report follows on from the *Four Week After Opening Review*, which examined the observed changes in traffic patterns in the four week period immediately following the opening of the scheme during the summer school holiday period, and the *Sixteen Week After Opening Review*, which examined the traffic patterns in the 16 week period following the opening of the scheme outwith the holiday period.

12.2 1YA Evaluation Outcomes

Scheme Objectives

12.2.1 The **M74 Completion Scheme** objectives were defined as:

- providing relief to the M8 Northern Flank between Charing Cross and Baillieston
- providing relief to the local road network through the transfer of traffic from the local road network to the new road
- improving journey times for local and strategic journeys
- improving safety and reduced traffic accidents by transferring traffic off local roads to the new motorway.

Process Evaluation

12.2.2 The process evaluation outcomes associated with the scheme are captured separately in the independent Gateway Review reports commissioned by Scottish Government.

Operational Indicators

12.2.3 This 1YA project evaluation has shown that:

- between May 2010 and May 2011, i.e. one year before the scheme opening, when the road network was essentially unchanged, there were no significant changes in traffic flows or traffic flow patterns across the strategic and local road networks.
- comparisons of the annualised flows in the 12 months before the scheme opened against the equivalent flows in the 12 months after the scheme opened highlight that significant changes in traffic flows and traffic flow patterns have occurred as a result of the opening of the M74 Completion scheme. These include:
    - large reductions in observed traffic flows east and westbound along the M8 northern flank between Charing Cross and Ballieston (J17/18 to J8) – two way reductions in flows of between 12,500 and 22,500 vehicles per day (between 8-19%).

- reductions in observed traffic flows north and southbound across the Kingston Bridge - around 4,500 vehicles per day northbound (around 6%) and 8,300 vehicles per day southbound (9%), and two-way reductions of around 12,700 vehicle per day (8%).
- total flows north and southbound on the M73 are largely unchanged, although there were increases in the flows along the M73 accessing the M74 Completion scheme.
- increases in flows north and southbound on the M77 including almost 4,700 vehicles per day (12%) southbound between M8 Plantation and M77 J1.
- the increases in flows north and southbound on the M77 are accompanied by decreases in flows along the A726 – a two-way reduction of around 5,500 vehicles per day (18%), and along the A727 (Glasgow Southern Orbital) – reduction of around 2,000 vehicles per day (8%)
- large flows, of between 32,000 and 35,000 vehicles per day, north and southbound along the new M74 Completion scheme.
- across the local road network, the total daily 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.

12.2.4 The opening of the scheme has resulted in improvements in journey times and vehicle speeds, including:

- large reductions in journey times across the study area e.g. journey time savings of up to 18min during the AM and PM peak periods for trips between Hamilton and Glasgow airport using the **M74 Completion Scheme** and the M8, as opposed to the M73 & M8.
- increases in average vehicles speeds across the majority of the strategic motorway in all time periods.

12.2.5 The observed opening year flows along the scheme are within the flow ranges expected for the carriageway standard as built, i.e. D3M.

Environmental Assessment

12.2.6 The environmental outcomes associated with the scheme will be presented separately in reports commissioned by Glasgow City Council. Where reporting timescales allow, a summary of the findings will be included in the 5YA report.

Safety

12.2.7 The opening of the **M74 Completion Scheme** has also led to improvements in road safety, including:

- reductions in the overall number of personal injury accidents (PIAs) across the full CSTM3A study area – around 152 less PIAs in the one year period following the opening of the scheme compared to the equivalent before opening period. This compares to a forecast reduction (at PLI) of between 50 and 115 PIAs in the first year of opening.

- reductions in the number of PIAs for traffic using the new M74 Completion Scheme compared to the alternative route, i.e. M73 & M8. 8 PIAs were recorded in the one year period following the opening of the scheme compared to the equivalent before opening period.
- the view of stakeholders is that the new scheme was achieving its safety objectives in terms of improving safety and reducing traffic accidents on both the local and trunk road networks.

Economic Outcomes

12.2.8 The economic outcomes associated with the scheme will be presented separately in reports commissioned by Glasgow City Council. Where timescales allow, a summary of the findings will be included in the 5YA report.

Integration

12.2.9 A review of strategic and local transport and land-use policies (at the time) reveals how the scheme's objectives were shaped and defined. Consultation with stakeholders has confirmed that the scheme is delivering benefits as originally intended.

Accessibility & Social Inclusion

12.2.10 Consultation with accessibility stakeholders has identified a range of cycling and walking initiatives now being brought forward as a direct consequence of the opening of the new **M74 Completion Scheme**.

Cost to Government

12.2.11 One year after opening, in June 2012, the predicted Net Project Outturn cost approved by the project partners remained at £692.3M, pending a comprehensive review of future expenditure and income.

12.3 Key Objectives

12.3.1 The changes to the traffic flows, journey times and vehicle speeds captured in the 1YA project evaluation, and tabulated below in Table 12.1, confirm that the **M74 Completion Scheme** is performing as intended and that it is meeting its key objectives in terms of:

- providing relief to the M8 northern flank between Charing Cross and Baillieston by reducing the two-way flow by around 20,000 vehicles per day
- providing relief to the local road network through the transferral of traffic from the local road network to the new road
- improving 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
- improving safety and reducing traffic accidents by transferring traffic off local roads to the new motorway, with particular benefit afforded to the M8 Northern Flank.

Table 12.1 : Progress Towards Achieving Objectives

Objective	Commentary	Progress
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	The 1YA project evaluation has identified: • large reductions in 1YA observed flows of between 12,500 and 22,500 vehicles per day (between 8-19%) east and westbound along the M8 Northern Flank between Charing Cross and Ballieston (J17/18 to J8) In addition, the following changes have been identified: • 1YA observed flows of between 32,000 and 35,000 vehicles per day, north and southbound along the new M74 Completion scheme. • reductions in observed two-way traffic flows across the Kingston Bridge of around 12,700 vehicle per day (8%). • total flows north and southbound on the M73 are largely unchanged • an increase in two-way traffic flows on the M77 including almost 4,700 vehicles per day (12%) southbound between M8 Plantation and M77 J1. The changes were accompanied by decreases in two-way flows along the A726 of 5,500 vehicles per day (18%), and along the A727 (Glasgow Southern Orbital) of around 2,000 vehicles per day (8%).	+ve
Provide relief to the local road network through the transfer of traffic from the local road network to the new road	The 1YA project evalaution has identified: • across the local road network, the total daily 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.	+ve

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	The 1YA project evalaution has identified improvements in journey times and vehicle speeds, including: • large reductions in journey times across the study area e.g. journey time savings of up to 18min during the AM and PM peak periods for trips between Hamilton and Glasgow Airport using the M74 Completion Scheme and the M8, as opposed to the M73 & M8. • increases in average vehicles speeds across the majority of the strategic motorway in all time periods.	+ve
Improve safety and reduce traffic accidents by transferring traffic off local roads to the new motorway, with particular benefit afforded to the M8 Northern Flank.	The 1YA project evaluation has identified that the opening of the M74 Completion Scheme has also led to improvements in road safety, including: • reductions in the overall number of personal injury accidents (PIAs) across the full CSTM3A study area – around 152 less PIAs in the one year period following the opening of the scheme compared to the equivalent before opening period. • reductions in the number of PIAs for traffic using the new M74 Completion Scheme compared to the alternative route (via M73 & M8) - 8 fewer PIAs were recorded in the one year period following the opening of the scheme compared to the equivalent before opening period. • Reductions in the number of PIAs for traffic using the M8 Northern Flank – 24 fewer accidents between the one year before and the one year after opening.	+ve

12.4 STRIPE 5YA Project Evaluation

12.4.1 This 1YA project evaluation is the third in a series of reports which examine the traffic impacts on the local and strategic road networks within the Greater Glasgow area that have occurred following the opening of the **M74 Completion Scheme**.

12.4.2 The fourth and final report, the 5YA project evaluation due for publication in December 2016, will review whether the scheme continues to meet its transport planning objectives, how well the project was implemented, how the scheme is operating and its performance against the following criteria: Environment, Safety, Economy, Integration, Accessibility and Social Inclusion and Cost to Government. This evaluation will be undertaken in line with STRIPE Guidance to determine whether the benefits attributed to the scheme are continuing to be realised.

A TRAFFIC ANALYSIS

A.1 Flow Comparison Tables

Appendix subsections A.1 to A.4 present tables referred to throughout the Report and consider the following:

- A.1 Traffic Flows - Background Changes
- A.2 Before and after Opening Traffic Flow Comparisons
- A.3 Forecast Opening Year Flows vs. Observed Opening Year Flows
- A.4 Average Speeds along strategic network

A.2 Traffic Flows - Background Changes

Table A.1 : 24hr May 2010 versus May 2011 flows along the A8/M8

Counter location	Direction	May 2010 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston[1]	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[1]	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[1]	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[2]	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[1]	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[3]	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.

‡ Caution should be exercised interpreting data from this site

[1] March rather than May used in both years.

[2] June rather than May used in both years.

[3] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
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[1]	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[1]	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%

[1] 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[1]	Eastbound	8,557	7,040	– 1,517	– 17.7%
11	Main St (B768), Rutherglen, east[1]	Westbound	7,219	7,645	+ 426	+ 5.9%
12	Stonelaw Rd (A749)[2]	Northbound	8,462	8,319	– 143	– 1.7%
12	Stonelaw Rd (A749)[2]	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%

[1] March rather than May used in both years.

[2] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston[1]	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[1]	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[1]	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[2]	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[1]	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[3]	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%

‡ Caution should be exercised interpreting data from this site

[1] March rather than May used in both years.

[2] June rather than May used in both years.

[3] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
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[1]	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[1]	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%

[1] 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[1]	Eastbound	1,585	1,344	– 241	– 15.2%
11	Main St (B768), Rutherglen, east[1]	Westbound	1,611	1,571	– 40	– 2.5%
12	Stonelaw Rd (A749)[2]	Northbound	2,235	2,194	– 41	– 1.8%
12	Stonelaw Rd (A749)[2]	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%

[1] March rather than May used in both years.

[2] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston[1]	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[1]	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[1]	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[2]	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[1]	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[3]	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%

‡ Caution should be exercised interpreting data from this site

[1] March rather than May used in both years.

[2] June rather than May used in both years.

[3] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
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[1]	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[1]	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%

[1] 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[1]	Eastbound	3,135	2,451	– 684	– 21.8%
11	Main St (B768), Rutherglen, east[1]	Westbound	2,474	2,535	+ 61	+ 2.5%
12	Stonelaw Rd (A749)[2]	Northbound	2,990	2,940	– 50	– 1.7%
12	Stonelaw Rd (A749)[2]	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%

[1] March rather than May used in both years.

[2] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston[1]	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[1]	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[1]	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[2]	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[1]	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[3]	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%

‡ Caution should be exercised interpreting data from this site

[1] March rather than May used in both years.

[2] June rather than May used in both years.

[3] 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 (vehicles)	May 2011 (vehicles)	Difference (vehicles)	Difference (%)
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[1]	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[1]	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%

[1] 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[1]	Eastbound	1,896	1,620	– 276	– 14.6%
11	Main St (B768), Rutherglen, east[1]	Westbound	1,605	1,619	+ 14	+ 0.9%
12	Stonelaw Rd (A749)[2]	Northbound	1,604	1,634	+ 30	+ 1.9%
12	Stonelaw Rd (A749)[2]	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%

[1] March rather than May used in both years.

[2] 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.3 Traffic Flows - Before and After Opening Comparisons

Table A.13 : 24hr flows along the A8/M8

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	39,415	39,151	– 264	– 0.7%
M8 J8 to J9	Westbound	54,047	44,821	– 9,226	– 17.1%
M8 J9 to J10	Westbound	57,775	48,524	– 9,251	– 16.0%
M8 J10 to J11	Westbound	56,151	46,443	– 9,708	– 17.3%
M8 J11 to J12	Westbound	57,084	47,870	– 9,214	– 16.1%
M8 J12 to J13	Westbound	57,446	47,114	– 10,332	– 18.0%
M8 J13 to J14	Westbound	73,841	69,266	– 4,575	– 6.2%
M8 J14 to J15	Westbound	80,712	75,523	– 5,189	– 6.4%
M8 J15 to J16	Westbound	81,963	74,474	– 7,489	– 9.1%
M8 J16 to J17	Westbound	68,782	64,194	– 4,588	– 6.7%
M8 J17/J18 to J19	Westbound	69,463	60,965	– 8,498	– 12.2%
M8 Kingston Bridge	Southbound	91,521	83,261	– 8,260	– 9.0%
M8 main carriageway east of J21	Westbound	72,390	63,144	– 9,246	– 12.8%
M8 secondary carriageway east of J21	Westbound	8,582	34,554	+ 25,972	+ 302.6%
M8 J22 to J23	Westbound	57,410	65,948	+ 8,538	+ 14.9%
M8 J24 to J25	Westbound	58,262	65,527	+ 7,265	+ 12.5%
M8 J25 to J25a	Westbound	65,042	69,089	+ 4,047	+ 6.2%
M8 J25a to J26	Westbound	55,546	59,704	+ 4,158	+ 7.5%
M8 J26 to J27	Westbound	58,793	58,946	+ 153	+ 0.3%
M8 J27 to J26	Eastbound	57,817	59,634	+ 1,817	+ 3.1%
M8 J26 to J25a	Eastbound	54,814	60,362	+ 5,548	+ 10.1%
M8 J25a to J25	Eastbound	60,319	66,560	+ 6,241	+ 10.3%
M8 J25 to J24	Eastbound	49,138	57,632	+ 8,494	+ 17.3%
M8 J23 to J22	Eastbound	46,397	55,515	+ 9,118	+ 19.7%
M8 secondary carriageway at J21 off slip	Eastbound	8,205	23,193	+ 14,988	+ 182.7%
M8 main carriageway east of J21	Eastbound	59,343	57,140	– 2,203	– 3.7%
M8 Kingston Bridge	Northbound	75,090	70,638	– 4,452	– 5.9%
M8 at J18 before Charing Cross ramp	Eastbound	57,697	48,861	– 8,836	– 15.3%
M8 J18/J17 to J16	Eastbound	78,264	70,453	– 7,811	– 10.0%
M8 J16 to J15	Eastbound	88,408	80,247	– 8,161	– 9.2%
M8 J15 to J14	Eastbound	91,667	~~58,108~~	~~– 33,559~~	~~– 36.6%~~
M8 J14 to J13	Eastbound	82,647	71,346	– 11,301	– 13.7%
M8 J13 to J12	Eastbound	59,510	47,433	– 12,077	– 20.3%
M8 J12 to J11	Eastbound	62,579	51,329	– 11,250	– 18.0%
M8 J11 to J10	Eastbound	58,222	46,282	– 11,940	– 20.5%
M8 J10 to J9	Eastbound	62,056	50,778	– 11,278	– 18.2%
M8 J9 to J8	Eastbound	52,368	42,412	– 9,956	– 19.0%
A8 east of Baillieston	Eastbound	41,406	39,970	– 1,436	– 3.5%

Table A.14 : 24hr flows on the M80, M73, M74 and M77

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	26,545	30,364	+ 3,819	+ 14.4%
M80 J2 to J1	Westbound	29,098	31,941	+ 2,843	+ 9.8%
M80 J1 to J2	Eastbound	30,280	32,245	+ 1,965	+ 6.5%
M80 J2 to J3	Northbound	27,569	30,007	+ 2,438	+ 8.8%
M73 at J2a between ramps	Southbound	20,280	23,643	+ 3,363	+ 16.6%
M73 J2a to J2	Southbound	20,694	24,104	+ 3,410	+ 16.5%
M73 J2 to J1	Southbound	45,527	44,473	– 1,054	– 2.3%
M73 J1 to J2	Northbound	44,410	41,972	– 2,438	– 5.5%
M73 J2 to J2a	Northbound	21,926	24,259	+ 2,333	+ 10.6%
M73 at J2a between ramp	Northbound	20,908	23,413	+ 2,505	+ 12.0%
M74 J5 to J4	Northbound	37,998	42,932	+ 4,934	+ 13.0%
M74 J3a to J3	Northbound	22,852	40,201	+ 17,349	+ 75.9%
M74 J3 to J2a	Northbound	14,632	33,161	+ 18,529	+ 126.6%
M74C J2a to J2	Northbound	-	34,454	-	
M74C J2 to J1a	Northbound	-	34,069	-	
M74C J1a to J1	Northbound	-	35,187	-	
M74C J1 to J1a	Southbound	-	34,943	-	
M74C J1a to J2	Southbound	-	33,296	-	
M74C J2 to J2a	Southbound	-	32,227	-	
M74 J2a to J3	Southbound	14,034	32,735	+ 18,701	+ 133.3%
M74 J3 to J3a	Southbound	21,010	35,893	+ 14,883	+ 70.8%
M74 J4 to Bothwell Services	Southbound	39,686	45,183	+ 5,497	+ 13.9%
M77 J4 to J3	Northbound	30,318	31,892	+ 1,574	+ 5.2%
M77 J3 to J2	Northbound	36,005	38,053	+ 2,048	+ 5.7%
M77 J2 to J1	Northbound	39,427	43,484	+ 4,057	+ 10.3%
M77 J1 to M8 J22	Northbound	31,867	37,055	+ 5,188	+ 16.3%
M77 between M8 J22 and J1	Southbound	40,439	45,135	+ 4,696	+ 11.6%
M77 J1 to J2	Southbound	41,777	44,675	+ 2,898	+ 6.9%
M77 J2 to J3	Southbound	37,928	39,863	+ 1,935	+ 5.1%
M77 J3 to J4	Southbound	31,784	32,838	+ 1,054	+ 3.3%

Table A.15 : AM interval flows along the A8/M8

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	8,342	8,651	+ 309	+ 3.7%
M8 J8 to J9	Westbound	11,444	10,416	– 1,028	– 9.0%
M8 J9 to J10	Westbound	12,116	11,306	– 810	– 6.7%
M8 J10 to J11	Westbound	11,549	10,889	– 660	– 5.7%
M8 J11 to J12	Westbound	11,162	11,179	+ 17	+ 0.2%
M8 J12 to J13	Westbound	11,259	10,753	– 506	– 4.5%
M8 J13 to J14	Westbound	16,435	17,249	+ 814	+ 5.0%
M8 J14 to J15	Westbound	17,757	18,552	+ 795	+ 4.5%
M8 J15 to J16	Westbound	18,080	17,341	– 739	– 4.1%
M8 J16 to J17	Westbound	14,837	14,860	+ 23	+ 0.2%
M8 J17/J18 to J19	Westbound	14,442	13,011	– 1,431	– 9.9%
M8 Kingston Bridge	Southbound	16,577	15,080	– 1,497	– 9.0%
M8 main carriageway east of J21	Westbound	13,086	11,328	– 1,758	– 13.4%
M8 secondary carriageway east of J21	Westbound	1,545	8,781	+ 7,236	+ 468.3%
M8 J22 to J23	Westbound	11,487	14,484	+ 2,997	+ 26.1%
M8 J24 to J25	Westbound	11,408	13,457	+ 2,049	+ 18.0%
M8 J25 to J25a	Westbound	12,597	14,108	+ 1,511	+ 12.0%
M8 J25a to J26	Westbound	11,308	12,892	+ 1,584	+ 14.0%
M8 J26 to J27	Westbound	10,660	11,392	+ 732	+ 6.9%
M8 J27 to J26	Eastbound	14,396	14,671	+ 275	+ 1.9%
M8 J26 to J25a	Eastbound	13,299	15,069	+ 1,770	+ 13.3%
M8 J25a to J25	Eastbound	13,786	15,469	+ 1,683	+ 12.2%
M8 J25 to J24	Eastbound	10,849	12,863	+ 2,014	+ 18.6%
M8 J23 to J22	Eastbound	9,740	12,001	+ 2,261	+ 23.2%
M8 secondary carriageway at J21 off slip	Eastbound	2,384	5,000	+ 2,616	+ 109.7%
M8 main carriageway east of J21	Eastbound	12,597	13,234	+ 637	+ 5.1%
M8 Kingston Bridge	Northbound	16,896	16,909	+ 13	+ 0.1%
M8 at J18 before Charing Cross ramp	Eastbound	11,527	10,234	– 1,293	– 11.2%
M8 J18/J17 to J16	Eastbound	15,632	14,204	– 1,428	– 9.1%
M8 J16 to J15	Eastbound	17,411	15,967	– 1,444	– 8.3%
M8 J15 to J14	Eastbound	16,060	9,935	– 6,125	– 38.1%
M8 J14 to J13	Eastbound	14,279	12,209	– 2,070	– 14.5%
M8 J13 to J12	Eastbound	10,939	8,566	– 2,373	– 21.7%
M8 J12 to J11	Eastbound	11,476	9,357	– 2,119	– 18.5%
M8 J11 to J10	Eastbound	10,721	8,373	– 2,348	– 21.9%
M8 J10 to J9	Eastbound	10,945	8,677	– 2,268	– 20.7%
M8 J9 to J8	Eastbound	9,341	7,277	– 2,064	– 22.1%
A8 east of Baillieston	Eastbound	8,389	8,227	– 162	– 1.9%

Table A.16 : AM interval flows on the M80, M73, M74 and M77

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	7,160	8,286	+ 1,126	+ 15.7%
M80 J2 to J1	Westbound	8,026	8,763	+ 737	+ 9.2%
M80 J1 to J2	Eastbound	4,742	5,263	+ 521	+ 11.0%
M80 J2 to J3	Northbound	4,462	5,151	+ 689	+ 15.4%
M73 at J2a between ramps	Southbound	4,587	5,762	+ 1,175	+ 25.6%
M73 J2a to J2	Southbound	5,119	6,356	+ 1,237	+ 24.2%
M73 J2 to J1	Southbound	9,482	10,021	+ 539	+ 5.7%
M73 J1 to J2	Northbound	10,141	10,377	+ 236	+ 2.3%
M73 J2 to J2a	Northbound	4,877	5,800	+ 923	+ 18.9%
M73 at J2a between ramp	Northbound	4,606	5,695	+ 1,089	+ 23.6%
M74 J5 to J4	Northbound	9,448	11,130	+ 1,682	+ 17.8%
M74 J3a to J3	Northbound	6,313	11,547	+ 5,234	+ 82.9%
M74 J3 to J2a	Northbound	4,568	9,789	+ 5,221	+ 114.3%
M74C J2a to J2	Northbound	-	9,810	-	
M74C J2 to J1a	Northbound	-	10,427	-	
M74C J1a to J1	Northbound	-	10,219	-	
M74C J1 to J1a	Southbound	-	6,802	-	
M74C J1a to J2	Southbound	-	6,693	-	
M74C J2 to J2a	Southbound	-	6,661	-	
M74 J2a to J3	Southbound	2,547	6,725	+ 4,178	+ 164.0%
M74 J3 to J3a	Southbound	4,289	7,518	+ 3,229	+ 75.3%
M74 J4 to Bothwell Services	Southbound	7,810	9,035	+ 1,225	+ 15.7%
M77 J4 to J3	Northbound	7,953	7,950	– 3	– 0.0%
M77 J3 to J2	Northbound	8,984	9,263	+ 279	+ 3.1%
M77 J2 to J1	Northbound	9,545	10,439	+ 894	+ 9.4%
M77 J1 to M8 J22	Northbound	7,254	8,865	+ 1,611	+ 22.2%
M77 between M8 J22 and J1	Southbound	5,958	7,694	+ 1,736	+ 29.1%
M77 J1 to J2	Southbound	6,204	7,434	+ 1,230	+ 19.8%
M77 J2 to J3	Southbound	5,542	6,353	+ 811	+ 14.6%
M77 J3 to J4	Southbound	5,128	5,574	+ 446	+ 8.7%

Table A.17 : Inter-peak interval flows along the A8/M8

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	13,636	13,383	– 253	– 1.9%
M8 J8 to J9	Westbound	19,761	16,226	– 3,535	– 17.9%
M8 J9 to J10	Westbound	21,174	17,535	– 3,639	– 17.2%
M8 J10 to J11	Westbound	20,704	16,730	– 3,974	– 19.2%
M8 J11 to J12	Westbound	21,573	17,451	– 4,122	– 19.1%
M8 J12 to J13	Westbound	21,822	17,384	– 4,438	– 20.3%
M8 J13 to J14	Westbound	27,646	25,037	– 2,609	– 9.4%
M8 J14 to J15	Westbound	30,291	27,530	– 2,761	– 9.1%
M8 J15 to J16	Westbound	31,029	27,235	– 3,794	– 12.2%
M8 J16 to J17	Westbound	26,728	24,018	– 2,710	– 10.1%
M8 J17/J18 to J19	Westbound	26,524	23,116	– 3,408	– 12.8%
M8 Kingston Bridge	Southbound	32,884	29,693	– 3,191	– 9.7%
M8 main carriageway east of J21	Westbound	25,785	22,743	– 3,042	– 11.8%
M8 secondary carriageway east of J21	Westbound	2,841	10,673	+ 7,832	+ 275.7%
M8 J22 to J23	Westbound	20,895	23,145	+ 2,250	+ 10.8%
M8 J24 to J25	Westbound	20,958	23,167	+ 2,209	+ 10.5%
M8 J25 to J25a	Westbound	23,059	24,280	+ 1,221	+ 5.3%
M8 J25a to J26	Westbound	18,676	19,654	+ 978	+ 5.2%
M8 J26 to J27	Westbound	19,986	19,901	– 85	– 0.4%
M8 J27 to J26	Eastbound	20,369	20,874	+ 505	+ 2.5%
M8 J26 to J25a	Eastbound	19,293	20,380	+ 1,087	+ 5.6%
M8 J25a to J25	Eastbound	21,576	22,979	+ 1,403	+ 6.5%
M8 J25 to J24	Eastbound	18,101	20,368	+ 2,267	+ 12.5%
M8 J23 to J22	Eastbound	17,579	19,836	+ 2,257	+ 12.8%
M8 secondary carriageway at J21 off slip	Eastbound	2,475	7,838	+ 5,363	+ 216.7%
M8 main carriageway east of J21	Eastbound	23,156	20,928	– 2,228	– 9.6%
M8 Kingston Bridge	Northbound	27,977	25,462	– 2,515	– 9.0%
M8 at J18 before Charing Cross ramp	Eastbound	21,342	17,723	– 3,619	– 17.0%
M8 J18/J17 to J16	Eastbound	28,434	25,348	– 3,086	– 10.9%
M8 J16 to J15	Eastbound	32,797	29,388	– 3,409	– 10.4%
M8 J15 to J14	Eastbound	33,067	21,112	– 11,955	– 36.2%
M8 J14 to J13	Eastbound	29,579	25,565	– 4,014	– 13.6%
M8 J13 to J12	Eastbound	21,646	17,486	– 4,160	– 19.2%
M8 J12 to J11	Eastbound	22,718	18,722	– 3,996	– 17.6%
M8 J11 to J10	Eastbound	21,089	17,000	– 4,089	– 19.4%
M8 J10 to J9	Eastbound	22,127	18,224	– 3,903	– 17.6%
M8 J9 to J8	Eastbound	18,795	15,212	– 3,583	– 19.1%
A8 east of Baillieston	Eastbound	14,297	13,803	– 494	– 3.5%

Table A.18 : Inter-peak interval flows on the M80, M73, M74 and M77

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	9,026	10,315	+ 1,289	+ 14.3%
M80 J2 to J1	Westbound	9,801	10,887	+ 1,086	+ 11.1%
M80 J1 to J2	Eastbound	10,153	10,662	+ 509	+ 5.0%
M80 J2 to J3	Northbound	9,331	9,949	+ 618	+ 6.6%
M73 at J2a between ramps	Southbound	6,934	7,685	+ 751	+ 10.8%
M73 J2a to J2	Southbound	6,893	7,599	+ 706	+ 10.2%
M73 J2 to J1	Southbound	15,618	14,429	– 1,189	– 7.6%
M73 J1 to J2	Northbound	15,231	13,714	– 1,517	– 10.0%
M73 J2 to J2a	Northbound	6,941	7,354	+ 413	+ 6.0%
M73 at J2a between ramp	Northbound	6,633	7,107	+ 474	+ 7.1%
M74 J5 to J4	Northbound	12,953	14,486	+ 1,533	+ 11.8%
M74 J3a to J3	Northbound	6,985	11,783	+ 4,798	+ 68.7%
M74 J3 to J2a	Northbound	4,207	9,538	+ 5,331	+ 126.7%
M74C J2a to J2	Northbound	-	10,058	-	
M74C J2 to J1a	Northbound	-	9,473	-	
M74C J1a to J1	Northbound	-	10,645	-	
M74C J1 to J1a	Southbound	-	11,031	-	
M74C J1a to J2	Southbound	-	10,148	-	
M74C J2 to J2a	Southbound	-	10,030	-	
M74 J2a to J3	Southbound	4,710	10,441	+ 5,731	+ 121.7%
M74 J3 to J3a	Southbound	6,949	11,627	+ 4,678	+ 67.3%
M74 J4 to Bothwell Services	Southbound	13,997	15,686	+ 1,689	+ 12.1%
M77 J4 to J3	Northbound	10,421	11,224	+ 803	+ 7.7%
M77 J3 to J2	Northbound	12,756	13,566	+ 810	+ 6.3%
M77 J2 to J1	Northbound	13,840	15,202	+ 1,362	+ 9.8%
M77 J1 to M8 J22	Northbound	11,691	13,154	+ 1,463	+ 12.5%
M77 between M8 J22 and J1	Southbound	14,045	15,839	+ 1,794	+ 12.8%
M77 J1 to J2	Southbound	14,192	15,510	+ 1,318	+ 9.3%
M77 J2 to J3	Southbound	12,501	13,303	+ 802	+ 6.4%
M77 J3 to J4	Southbound	10,346	10,887	+ 541	+ 5.2%

Table A.19 : PM interval flows along the A8/M8

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	8,771	8,956	+ 185	+ 2.1%
M8 J8 to J9	Westbound	10,487	8,791	– 1,696	– 16.2%
M8 J9 to J10	Westbound	11,231	9,513	– 1,718	– 15.3%
M8 J10 to J11	Westbound	10,692	8,884	– 1,808	– 16.9%
M8 J11 to J12	Westbound	10,615	8,965	– 1,650	– 15.5%
M8 J12 to J13	Westbound	10,298	8,604	– 1,694	– 16.4%
M8 J13 to J14	Westbound	12,491	12,418	– 73	– 0.6%
M8 J14 to J15	Westbound	13,830	13,418	– 412	– 3.0%
M8 J15 to J16	Westbound	13,406	13,641	+ 235	+ 1.8%
M8 J16 to J17	Westbound	9,694	10,768	+ 1,074	+ 11.1%
M8 J17/J18 to J19	Westbound	11,755	11,308	– 447	– 3.8%
M8 Kingston Bridge	Southbound	19,512	18,760	– 752	– 3.9%
M8 main carriageway east of J21	Westbound	16,067	14,430	– 1,637	– 10.2%
M8 secondary carriageway east of J21	Westbound	2,767	8,777	+ 6,010	+ 217.2%
M8 J22 to J23	Westbound	12,561	14,914	+ 2,353	+ 18.7%
M8 J24 to J25	Westbound	13,414	15,173	+ 1,759	+ 13.1%
M8 J25 to J25a	Westbound	15,550	16,397	+ 847	+ 5.4%
M8 J25a to J26	Westbound	13,398	14,397	+ 999	+ 7.5%
M8 J26 to J27	Westbound	14,850	14,517	– 333	– 2.2%
M8 J27 to J26	Eastbound	11,188	12,230	+ 1,042	+ 9.3%
M8 J26 to J25a	Eastbound	10,494	12,730	+ 2,236	+ 21.3%
M8 J25a to J25	Eastbound	11,673	14,194	+ 2,521	+ 21.6%
M8 J25 to J24	Eastbound	9,183	12,311	+ 3,128	+ 34.1%
M8 J23 to J22	Eastbound	8,196	11,743	+ 3,547	+ 43.3%
M8 secondary carriageway at J21 off slip	Eastbound	1,944	5,175	+ 3,231	+ 166.2%
M8 main carriageway east of J21	Eastbound	8,148	10,112	+ 1,964	+ 24.1%
M8 Kingston Bridge	Northbound	12,142	12,596	+ 454	+ 3.7%
M8 at J18 before Charing Cross ramp	Eastbound	10,503	9,727	– 776	– 7.4%
M8 J18/J17 to J16	Eastbound	15,475	14,995	– 480	– 3.1%
M8 J16 to J15	Eastbound	17,185	17,248	+ 63	+ 0.4%
M8 J15 to J14	Eastbound	20,786	12,668	– 8,118	– 39.1%
M8 J14 to J13	Eastbound	19,343	17,344	– 1,999	– 10.3%
M8 J13 to J12	Eastbound	13,450	11,103	– 2,347	– 17.4%
M8 J12 to J11	Eastbound	14,324	12,177	– 2,147	– 15.0%
M8 J11 to J10	Eastbound	13,662	11,129	– 2,533	– 18.5%
M8 J10 to J9	Eastbound	14,506	12,268	– 2,238	– 15.4%
M8 J9 to J8	Eastbound	11,922	10,108	– 1,814	– 15.2%
A8 east of Baillieston	Eastbound	9,196	8,982	– 214	– 2.3%

Table A.20 : PM interval flows on the M80, M73, M74 and M77

Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
M80 J3 to J2	Southbound	4,920	5,857	+ 937	+ 19.0%
M80 J2 to J1	Westbound	5,237	5,990	+ 753	+ 14.4%
M80 J1 to J2	Eastbound	8,168	8,844	+ 676	+ 8.3%
M80 J2 to J3	Northbound	7,369	8,114	+ 745	+ 10.1%
M73 at J2a between ramps	Southbound	4,968	6,248	+ 1,280	+ 25.8%
M73 J2a to J2	Southbound	4,976	6,170	+ 1,194	+ 24.0%
M73 J2 to J1	Southbound	11,356	12,083	+ 727	+ 6.4%
M73 J1 to J2	Northbound	9,254	9,646	+ 392	+ 4.2%
M73 J2 to J2a	Northbound	5,288	6,177	+ 889	+ 16.8%
M73 at J2a between ramp	Northbound	4,924	5,812	+ 888	+ 18.0%
M74 J5 to J4	Northbound	7,262	8,437	+ 1,175	+ 16.2%
M74 J3a to J3	Northbound	5,365	9,731	+ 4,366	+ 81.4%
M74 J3 to J2a	Northbound	3,347	7,995	+ 4,648	+ 138.9%
M74C J2a to J2	Northbound	-	8,449	-	
M74C J2 to J1a	Northbound	-	8,317	-	
M74C J1a to J1	Northbound	-	8,066	-	
M74C J1 to J1a	Southbound	-	10,152	-	
M74C J1a to J2	Southbound	-	9,999	-	
M74C J2 to J2a	Southbound	-	9,299	-	
M74 J2a to J3	Southbound	4,012	9,426	+ 5,414	+ 134.9%
M74 J3 to J3a	Southbound	5,680	9,986	+ 4,306	+ 75.8%
M74 J4 to Bothwell Services	Southbound	9,997	11,773	+ 1,776	+ 17.8%
M77 J4 to J3	Northbound	6,165	6,608	+ 443	+ 7.2%
M77 J3 to J2	Northbound	6,910	7,691	+ 781	+ 11.3%
M77 J2 to J1	Northbound	7,151	8,448	+ 1,297	+ 18.1%
M77 J1 to M8 J22	Northbound	5,393	6,848	+ 1,455	+ 27.0%
M77 between M8 J22 and J1	Southbound	10,750	11,220	+ 470	+ 4.4%
M77 J1 to J2	Southbound	11,788	11,700	– 88	– 0.7%
M77 J2 to J3	Southbound	11,163	11,321	+ 158	+ 1.4%
M77 J3 to J4	Southbound	9,536	9,539	+ 3	+ 0.0%

Table A.21 : 24hr flows on local road network

Plan Id	Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	15,070	10,395	– 4,675	– 31.0%
2	Cumberland St	Eastbound	9,458	5,634	– 3,824	– 40.4%
2	Cumberland St	Westbound	6,658	3,902	– 2,756	– 41.4%
3	Cathcart Rd (A728)	Northbound	15,097	12,308	– 2,789	– 18.5%
3	Cathcart Rd (A728)	Southbound	11,828	9,529	– 2,299	– 19.4%
4	Aikenhead Rd (A728)	Northbound	7,526	5,857	– 1,669	– 22.2%
4	Aikenhead Rd (A728)	Southbound	7,571	6,092	– 1,479	– 19.5%
5	Polmadie Rd (B763) sth of M74C	Northbound	4,609	11,638	+ 7,029	+ 152.5%
5	Polmadie Rd (B763) sth of M74C	Southbound	4,441	12,895	+ 8,454	+ 190.4%
6	Calder St (B763) west	Westbound	-	-	-	
7	Calder St (B763) east	Eastbound	3,167	3,177	+ 10	+ 0.3%
7	Calder St (B763) east	Westbound	4,648	4,645	– 3	– 0.1%
8	Allison St west	Eastbound	-	5,151	-	
9	Allison St east	Eastbound	2,112	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	9,798	6,980	– 2,818	– 28.8%
10	Main St (B768), Rutherglen, west	Westbound	8,786	6,004	– 2,782	– 31.7%
11	Main St (B768), Rutherglen, east	Eastbound	6,897	-	-	
11	Main St (B768), Rutherglen, east	Westbound	6,997	-	-	
12	Stonelaw Rd (A749)	Northbound	8,143	7,129	– 1,014	– 12.5%
12	Stonelaw Rd (A749)	Southbound	8,883	7,604	– 1,279	– 14.4%
13	Dalmarnock Rd (A749)	Northbound	8,528	6,658	– 1,870	– 21.9%
13	Dalmarnock Rd (A749)	Southbound	7,967	6,074	– 1,893	– 23.8%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	
15	Glasgow Rd (A724)	Eastbound	7,212	6,726	– 486	– 6.7%
15	Glasgow Rd (A724)	Westbound	8,066	7,391	– 675	– 8.4%
16	Shettleston Rd (A89)	Eastbound	5,566	-	-	
16	Shettleston Rd (A89)	Westbound	5,477	-	-	
17	Dumbreck Rd (B768)	Northbound	15,216	13,141	– 2,075	– 13.6%
17	Dumbreck Rd (B768)	Southbound	10,882	8,860	– 2,022	– 18.6%
18	Barrhead Rd (A736)	Eastbound	10,168	9,829	– 339	– 3.3%
18	Barrhead Rd (A736)	Westbound	9,613	8,751	– 862	– 9.0%
19	Dukes Rd (B762)	Northbound	3,620	3,509	– 111	– 3.1%
19	Dukes Rd (B762)	Southbound	3,450	3,419	– 31	– 0.9%
20	Glasgow Rd (A749)[1]	Northbound	14,779	13,910	– 869	– 5.9%
20	Glasgow Rd (A749)	Southbound	13,879	13,351	– 528	– 3.8%
21	Stewartfield Way	Eastbound	10,886	9,102	– 1,784	– 16.4%
21	Stewartfield Way	Westbound	11,792	9,713	– 2,079	– 17.6%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	5,663	5,850	+ 187	+ 3.3%
22	Glasgow and Edinburgh Rd (A8)	Westbound	5,254	5,215	– 39	– 0.7%

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

[1]Only January 2011-May 2011 before opening data available

Table A.22 : AM interval flows on local road network

Plan Id	Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	3,688	2,356	– 1,332	– 36.1%
2	Cumberland St	Eastbound	1,423	839	– 584	– 41.0%
2	Cumberland St	Westbound	1,893	1,031	– 862	– 45.5%
3	Cathcart Rd (A728)	Northbound	3,972	3,392	– 580	– 14.6%
3	Cathcart Rd (A728)	Southbound	1,598	1,220	– 378	– 23.7%
4	Aikenhead Rd (A728)	Northbound	1,869	1,646	– 223	– 11.9%
4	Aikenhead Rd (A728)	Southbound	873	762	– 111	– 12.7%
5	Polmadie Rd (B763) sth of M74C	Northbound	1,372	2,986	+ 1,614	+ 117.6%
5	Polmadie Rd (B763) sth of M74C	Southbound	714	2,370	+ 1,656	+ 231.9%
6	Calder St (B763) west	Westbound	-	-	-	
7	Calder St (B763) east	Eastbound	657	689	+ 32	+ 4.9%
7	Calder St (B763) east	Westbound	874	799	– 75	– 8.6%
8	Allison St west	Eastbound	-	788	-	
9	Allison St east	Eastbound	429	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	1,915	1,190	– 725	– 37.9%
10	Main St (B768), Rutherglen, west	Westbound	1,673	1,045	– 628	– 37.5%
11	Main St (B768), Rutherglen, east	Eastbound	1,314	-	-	
11	Main St (B768), Rutherglen, east	Westbound	1,574	-	-	
12	Stonelaw Rd (A749)	Northbound	2,079	1,780	– 299	– 14.4%
12	Stonelaw Rd (A749)	Southbound	1,536	1,137	– 399	– 26.0%
13	Dalmarnock Rd (A749)	Northbound	2,354	1,748	– 606	– 25.7%
13	Dalmarnock Rd (A749)	Southbound	1,084	791	– 293	– 27.0%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	
15	Glasgow Rd (A724)	Eastbound	1,352	1,152	– 200	– 14.8%
15	Glasgow Rd (A724)	Westbound	1,733	1,535	– 198	– 11.4%
16	Shettleston Rd (A89)	Eastbound	524	-	-	
16	Shettleston Rd (A89)	Westbound	1,348	-	-	
17	Dumbreck Rd (B768)	Northbound	3,827	3,306	– 521	– 13.6%
17	Dumbreck Rd (B768)	Southbound	1,730	1,227	– 503	– 29.1%
18	Barrhead Rd (A736)	Eastbound	2,394	2,353	– 41	– 1.7%
18	Barrhead Rd (A736)	Westbound	1,502	1,389	– 113	– 7.5%
19	Dukes Rd (B762)	Northbound	1,078	1,075	– 3	– 0.3%
19	Dukes Rd (B762)	Southbound	546	469	– 77	– 14.1%
20	Glasgow Rd (A749)[1]	Northbound	3,699	3,431	– 268	– 7.2%
20	Glasgow Rd (A749)	Southbound	2,773	2,569	– 204	– 7.4%
21	Stewartfield Way	Eastbound	2,435	2,113	– 322	– 13.2%
21	Stewartfield Way	Westbound	2,881	2,235	– 646	– 22.4%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,171	1,278	+ 107	+ 9.1%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,300	1,150	– 150	– 11.5%

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

[1]Only January 2011-May 2011 before opening data available

Table A.23 : Inter-peak flows on local road network

Plan Id	Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	5,050	3,609	– 1,441	– 28.5%
2	Cumberland St	Eastbound	3,169	2,037	– 1,132	– 35.7%
2	Cumberland St	Westbound	2,165	1,341	– 824	– 38.1%
3	Cathcart Rd (A728)	Northbound	5,229	4,291	– 938	– 17.9%
3	Cathcart Rd (A728)	Southbound	4,084	3,369	– 715	– 17.5%
4	Aikenhead Rd (A728)	Northbound	2,551	1,919	– 632	– 24.8%
4	Aikenhead Rd (A728)	Southbound	2,632	2,178	– 454	– 17.2%
5	Polmadie Rd (B763) sth of M74C	Northbound	1,786	3,949	+ 2,163	+ 121.1%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,709	4,070	+ 2,361	+ 138.2%
6	Calder St (B763) west	Westbound	-	-	-	
7	Calder St (B763) east	Eastbound	1,274	1,259	– 15	– 1.2%
7	Calder St (B763) east	Westbound	1,784	1,739	– 45	– 2.5%
8	Allison St west	Eastbound	-	1,992	-	
9	Allison St east	Eastbound	847	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	3,579	2,743	– 836	– 23.4%
10	Main St (B768), Rutherglen, west	Westbound	3,162	2,364	– 798	– 25.2%
11	Main St (B768), Rutherglen, east	Eastbound	2,369	-	-	
11	Main St (B768), Rutherglen, east	Westbound	2,378	-	-	
12	Stonelaw Rd (A749)	Northbound	2,916	2,707	– 209	– 7.2%
12	Stonelaw Rd (A749)	Southbound	3,243	2,922	– 321	– 9.9%
13	Dalmarnock Rd (A749)	Northbound	3,080	2,545	– 535	– 17.4%
13	Dalmarnock Rd (A749)	Southbound	3,009	2,415	– 594	– 19.7%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	
15	Glasgow Rd (A724)	Eastbound	2,681	2,588	– 93	– 3.5%
15	Glasgow Rd (A724)	Westbound	3,006	2,884	– 122	– 4.1%
16	Shettleston Rd (A89)	Eastbound	2,590	-	-	
16	Shettleston Rd (A89)	Westbound	2,365	-	-	
17	Dumbreck Rd (B768)	Northbound	5,398	4,806	– 592	– 11.0%
17	Dumbreck Rd (B768)	Southbound	3,781	3,173	– 608	– 16.1%
18	Barrhead Rd (A736)	Eastbound	3,394	3,334	– 60	– 1.8%
18	Barrhead Rd (A736)	Westbound	3,176	2,962	– 214	– 6.7%
19	Dukes Rd (B762)	Northbound	1,118	1,117	– 1	– 0.1%
19	Dukes Rd (B762)	Southbound	1,149	1,140	– 9	– 0.8%
20	Glasgow Rd (A749)[1]	Northbound	4,836	4,649	– 187	– 3.9%
20	Glasgow Rd (A749)	Southbound	4,929	4,736	– 193	– 3.9%
21	Stewartfield Way	Eastbound	3,793	3,192	– 601	– 15.8%
21	Stewartfield Way	Westbound	3,810	3,230	– 580	– 15.2%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,898	1,941	+ 43	+ 2.3%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,700	1,718	+ 18	+ 1.1%

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

[1]Only January 2011-May 2011 before opening data available

Table A.24 : PM interval flows on local road network

Plan Id	Counter location	Direction	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	3,177	2,174	– 1,003	– 31.6%
2	Cumberland St	Eastbound	2,238	1,286	– 952	– 42.5%
2	Cumberland St	Westbound	1,263	715	– 548	– 43.4%
3	Cathcart Rd (A728)	Northbound	2,799	2,200	– 599	– 21.4%
3	Cathcart Rd (A728)	Southbound	2,976	2,521	– 455	– 15.3%
4	Aikenhead Rd (A728)	Northbound	1,355	992	– 363	– 26.8%
4	Aikenhead Rd (A728)	Southbound	1,960	1,459	– 501	– 25.6%
5	Polmadie Rd (B763) sth of M74C	Northbound	779	2,322	+ 1,543	+ 198.1%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,355	3,613	+ 2,258	+ 166.6%
6	Calder St (B763) west	Westbound	-	-	-	
7	Calder St (B763) east	Eastbound	666	637	– 29	– 4.4%
7	Calder St (B763) east	Westbound	1,041	1,086	+ 45	+ 4.3%
8	Allison St west	Eastbound	-	996	-	
9	Allison St east	Eastbound	413	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	2,015	1,462	– 553	– 27.4%
10	Main St (B768), Rutherglen, west	Westbound	1,832	1,302	– 530	– 28.9%
11	Main St (B768), Rutherglen, east	Eastbound	1,598	-	-	
11	Main St (B768), Rutherglen, east	Westbound	1,529	-	-	
12	Stonelaw Rd (A749)	Northbound	1,574	1,338	– 236	– 15.0%
12	Stonelaw Rd (A749)	Southbound	2,460	2,093	– 367	– 14.9%
13	Dalmarnock Rd (A749)	Northbound	1,501	1,186	– 315	– 21.0%
13	Dalmarnock Rd (A749)	Southbound	2,242	1,672	– 570	– 25.4%
14	Cambuslang Rd (A724) sth of M74C	Northbound	-	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	-	-	-	
15	Glasgow Rd (A724)	Eastbound	1,750	1,625	– 125	– 7.1%
15	Glasgow Rd (A724)	Westbound	1,812	1,589	– 223	– 12.3%
16	Shettleston Rd (A89)	Eastbound	1,396	-	-	
16	Shettleston Rd (A89)	Westbound	911	-	-	
17	Dumbreck Rd (B768)	Northbound	2,857	2,390	– 467	– 16.3%
17	Dumbreck Rd (B768)	Southbound	3,163	2,854	– 309	– 9.8%
18	Barrhead Rd (A736)	Eastbound	2,217	2,108	– 109	– 4.9%
18	Barrhead Rd (A736)	Westbound	2,652	2,356	– 296	– 11.2%
19	Dukes Rd (B762)	Northbound	780	687	– 93	– 11.9%
19	Dukes Rd (B762)	Southbound	1,104	1,129	+ 25	+ 2.3%
20	Glasgow Rd (A749)[1]	Northbound	3,620	3,307	– 313	– 8.6%
20	Glasgow Rd (A749)	Southbound	3,724	3,724	0	0.0%
21	Stewartfield Way	Eastbound	2,729	2,230	– 499	– 18.3%
21	Stewartfield Way	Westbound	3,296	2,779	– 517	– 15.7%
22	Glasgow and Edinburgh Rd (A8)	Eastbound	1,343	1,381	+ 38	+ 2.8%
22	Glasgow and Edinburgh Rd (A8)	Westbound	1,297	1,394	+ 97	+ 7.5%

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

[1]Only January 2011-May 2011 before opening data available

Table A.25 : 24hr east-west screenline traffic flows

24-hour Total

Plan Id	Counter location on screenline	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	73,841	69,266	– 4,575	– 6.2%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	9,890	-	-	
f	Dalmarnock Road (A749)*	8,528	6,658	– 1,870	– 21.9%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	-	34,069	-	
h	Main Street (B768), Rutherglen	8,786	6,004	– 2,782	– 31.7%
i	Blairbeth Road (A730)	5,978	-	-	
j	Cathkin Road (B759)	2,114	-	-	
k	Glasgow Southern Orbital (A727)	13,285	12,341	– 944	– 7.1%
l-1	A726	14,919	12,119	– 2,800	– 18.8%
m	Eaglesham Road (B764)	1,972	1,999	+ 27	+ 1.4%
Total for Westbound crossing direction§		121,331	142,456	+ 21,125	+ 17.4%
a-2	M8 J14 to J13	82,647	71,346	– 11,301	– 13.7%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	9,677	-	-	
f	Dalmarnock Road (A749)*	7,967	6,074	– 1,893	– 23.8%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	-	33,296	-	
h	Main Street (B768), Rutherglen	9,798	6,980	– 2,818	– 28.8%
i	Blairbeth Road (A730)	7,755	-	-	
j	Cathkin Road (B759)	2,106	1,744	– 362	– 17.2%
k	Glasgow Southern Orbital (A727)	12,489	11,464	– 1,025	– 8.2%
l-2	A726	15,263	12,721	– 2,542	– 16.7%
m	Eaglesham Road (B764)	1,968	1,896	– 72	– 3.7%
Total for Eastbound crossing direction§		132,238	145,521	+ 13,283	+ 10.0%

* 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.

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

Table A.26 : AM interval east-west screenline traffic flows

Plan Id	Counter location on screenline	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	16,435	17,249	+ 814	+ 5.0%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	2,921	-	-	
f	Dalmarnock Road (A749)*	2,354	1,748	– 606	– 25.7%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	-	10,427	-	
h	Main Street (B768), Rutherglen	1,673	1,045	– 628	– 37.5%
i	Blairbeth Road (A730)	1,549	-	-	
j	Cathkin Road (B759)	364	-	-	
k	Glasgow Southern Orbital (A727)	3,263	3,049	– 214	– 6.6%
l-1	A726	3,578	2,560	– 1,018	– 28.5%
m	Eaglesham Road (B764)	523	509	– 14	– 2.7%
Total for Westbound crossing direction§		27,826	36,587	+ 8,761	+ 31.5%
a-2	M8 J14 to J13	14,279	12,209	– 2,070	– 14.5%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	1,385	-	-	
f	Dalmarnock Road (A749)*	1,084	791	– 293	– 27.0%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	-	6,693	-	
h	Main Street (B768), Rutherglen	1,915	1,190	– 725	– 37.9%
i	Blairbeth Road (A730)	1,370	-	-	
j	Cathkin Road (B759)	560	498	– 62	– 11.1%
k	Glasgow Southern Orbital (A727)	2,761	2,463	– 298	– 10.8%
l-2	A726	4,144	3,619	– 525	– 12.7%
m	Eaglesham Road (B764)	302	293	– 9	– 3.0%
Total for Eastbound crossing direction§		25,045	27,756	+ 2,711	+ 10.8%

* 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.

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

Table A.27 : Inter-peak east-west screenline traffic flows

Plan Id	Counter location on screenline	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	27,646	25,037	– 2,609	– 9.4%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	3,425	-	-	
f	Dalmarnock Road (A749)*	3,080	2,545	– 535	– 17.4%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	-	9,473	-	
h	Main Street (B768), Rutherglen	3,162	2,364	– 798	– 25.2%
i	Blairbeth Road (A730)	1,886	-	-	
j	Cathkin Road (B759)	683	-	-	
k	Glasgow Southern Orbital (A727)	4,157	3,962	– 195	– 4.7%
l-1	A726	4,465	3,878	– 587	– 13.1%
m	Eaglesham Road (B764)	693	707	+ 14	+ 2.0%
Total for Westbound crossing direction§		43,203	47,966	+ 4,763	+ 11.0%
a-2	M8 J14 to J13	29,579	25,565	– 4,014	– 13.6%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	3,664	-	-	
f	Dalmarnock Road (A749)*	3,009	2,415	– 594	– 19.7%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	-	10,148	-	
h	Main Street (B768), Rutherglen	3,579	2,743	– 836	– 23.4%
i	Blairbeth Road (A730)	2,472	-	-	
j	Cathkin Road (B759)	650	582	– 68	– 10.5%
k	Glasgow Southern Orbital (A727)	4,122	3,922	– 200	– 4.9%
l-2	A726	4,511	3,903	– 608	– 13.5%
m	Eaglesham Road (B764)	682	687	+ 5	+ 0.7%
Total for Eastbound crossing direction§		46,132	49,965	+ 3,833	+ 8.3%

* 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.

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

Table A.28 : PM interval east-west screenline traffic flows

Plan Id	Counter location on screenline	Before opening (vehicles)	After opening (vehicles)	Difference (vehicles)	Difference (%)
a-1	M8 J13 to J14	12,491	12,418	– 73	– 0.6%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	1,981	-	-	
f	Dalmarnock Road (A749)*	1,501	1,186	– 315	– 21.0%
g-1	M74C Cambuslang (J2) to Polmadie (J1a)	-	8,317	-	
h	Main Street (B768), Rutherglen	1,832	1,302	– 530	– 28.9%
i	Blairbeth Road (A730)	1,347	-	-	
j	Cathkin Road (B759)	679	-	-	
k	Glasgow Southern Orbital (A727)	3,422	3,054	– 368	– 10.8%
l-1	A726	4,571	3,754	– 817	– 17.9%
m	Eaglesham Road (B764)	435	458	+ 23	+ 5.3%
Total for Westbound crossing direction§		24,252	30,489	+ 6,237	+ 25.7%
a-2	M8 J14 to J13	19,343	17,344	– 1,999	– 10.3%
b	Cumbernauld Road (A8)	-	-	-	
c	Duke Street	-	-	-	
d	Gallowgate (A89)	-	-	-	
e	London Road (A74)*	2,787	-	-	
f	Dalmarnock Road (A749)*	2,242	1,672	– 570	– 25.4%
g-2	M74C Polmadie (J1a) to Cambuslang (J2)	-	9,999	-	
h	Main Street (B768), Rutherglen	2,015	1,462	– 553	– 27.4%
i	Blairbeth Road (A730)	2,241	-	-	
j	Cathkin Road (B759)	534	382	– 152	– 28.5%
k	Glasgow Southern Orbital (A727)	3,090	2,832	– 258	– 8.3%
l-2	A726	4,151	3,063	– 1,088	– 26.2%
m	Eaglesham Road (B764)	648	602	– 46	– 7.1%
Total for Eastbound crossing direction§		32,023	37,356	+ 5,333	+ 16.7%

* 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.

N.B. A hyphen '-' is used where no summary data are available in this period/in a period required for a difference.

A.4 Forecast Opening Year Flows vs. Observed Opening Year Flows

Table A.29 : AM Peak Hour 08:00-09:00 Forecast v Observed Opening Year Flows Scenario 1 Strategic Network

Link location	Direction	2010 Sc1 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	4,001	2,989	– 1,012	– 25.3%
M8 J9 to J10	Westbound	4,205	4,018	– 187	– 4.4%
M8 J13 to J14	Westbound	6,869	6,178	– 691	– 10.1%
M8 Kingston Bridge	Southbound	5,607	5,494	– 113	– 2.0%
M8 J22 to J23	Westbound	5,052	5,147	+ 95	+ 1.9%
M8 J23 to J22	Eastbound	6,305	4,354	– 1,951	– 30.9%
M8 Kingston Bridge	Northbound	8,345	6,055	– 2,290	– 27.4%
M8 J14 to J13	Eastbound	5,199	4,232	– 967	– 18.6%
M8 J10 to J9	Eastbound	3,179	3,133	– 46	– 1.4%
A8 east of Baillieston	Eastbound	3,125	2,891	– 234	– 7.5%
M80 J2 to J1	Westbound	3,453	3,218	– 235	– 6.8%
M80 J1 to J2	Eastbound	2,367	1,824	– 543	– 23.0%
M73 J2a to J2	Southbound	3,260	2,492	– 768	– 23.6%
M73 J2 to J1	Southbound	4,697	3,917	– 780	– 16.6%
M73 J1 to J2	Northbound	4,174	3,915	– 259	– 6.2%
M73 J2 to J2a	Northbound	2,038	2,131	+ 93	+ 4.6%
M74 J5 to J4	Northbound	4,831	4,075	– 756	– 15.6%
M74 J3 to J2a	Northbound	5,717	3,777	– 1,940	– 33.9%
M74C J2a to J2	Northbound	4,641	3,741	– 900	– 19.4%
M74C J2 to J1a	Northbound	4,201	4,259	+ 58	+ 1.4%
M74C J1a to J1	Northbound	3,280	4,258	+ 978	+ 29.8%
M74C J1 to J1a	Southbound	4,139	2,503	– 1,636	– 39.5%
M74C J1a to J2	Southbound	3,847	2,462	– 1,385	– 36.0%
M74C J2 to J2a	Southbound	3,986	2,499	– 1,487	– 37.3%
M74 J2a to J3	Southbound	4,099	2,542	– 1,557	– 38.0%
M74 J4 to Bothwell Services	Southbound	3,752	3,556	– 196	– 5.2%
M77 J1 to M8 J22	Northbound	4,526	2,863	– 1,663	– 36.8%
M77 between M8 J22 and J1	Southbound	2,464	2,934	+ 470	+ 19.1%
Clydeside Expressway (A814)	Eastbound	3,696	2,937	– 759	– 20.5%
Clydeside Expressway (A814)	Westbound	2,262	1,517	– 745	– 32.9%
Clyde Tunnel (A739)	Northbound	3,908	2,548	– 1,360	– 34.8%
Clyde Tunnel (A739)	Southbound	3,095	1,848	– 1,247	– 40.3%
				Average Difference :	**– 16.8%**

Table A.30 : Inter-Peak Hour (1/6 * 10:00-16:00) Forecast v Observed Opening Year Flows Scenario 1 Strategic Network

Link location	Direction	2010 Sc1 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	3,052	2,230	– 822	– 26.9%
M8 J9 to J10	Westbound	2,976	2,922	– 54	– 1.8%
M8 J13 to J14	Westbound	5,262	4,173	– 1,089	– 20.7%
M8 Kingston Bridge	Southbound	5,626	4,949	– 677	– 12.0%
M8 J22 to J23	Westbound	5,211	3,858	– 1,353	– 26.0%
M8 J23 to J22	Eastbound	4,652	3,306	– 1,346	– 28.9%
M8 Kingston Bridge	Northbound	5,740	4,244	– 1,496	– 26.1%
M8 J14 to J13	Eastbound	5,371	4,261	– 1,110	– 20.7%
M8 J10 to J9	Eastbound	3,217	3,037	– 180	– 5.6%
A8 east of Baillieston	Eastbound	3,176	2,301	– 875	– 27.6%
M80 J2 to J1	Westbound	2,589	1,815	– 774	– 29.9%
M80 J1 to J2	Eastbound	2,323	1,777	– 546	– 23.5%
M73 J2a to J2	Southbound	1,408	1,266	– 142	– 10.1%
M73 J2 to J1	Southbound	2,946	2,405	– 541	– 18.4%
M73 J1 to J2	Northbound	2,776	2,286	– 490	– 17.7%
M73 J2 to J2a	Northbound	1,592	1,226	– 366	– 23.0%
M74 J5 to J4	Northbound	2,995	2,414	– 581	– 19.4%
M74 J3 to J2a	Northbound	3,496	1,590	– 1,906	– 54.5%
M74C J2a to J2	Northbound	3,414	1,676	– 1,738	– 50.9%
M74C J2 to J1a	Northbound	3,571	1,684	– 1,887	– 52.9%
M74C J1a to J1	Northbound	3,177	1,831	– 1,346	– 42.4%
M74C J1 to J1a	Southbound	3,400	1,865	– 1,535	– 45.1%
M74C J1a to J2	Southbound	3,241	1,707	– 1,534	– 47.3%
M74C J2 to J2a	Southbound	3,219	1,672	– 1,547	– 48.1%
M74 J2a to J3	Southbound	3,308	1,740	– 1,568	– 47.4%
M74 J4 to Bothwell Services	Southbound	3,239	2,614	– 625	– 19.3%
M77 J1 to M8 J22	Northbound	2,887	2,192	– 695	– 24.1%
M77 between M8 J22 and J1	Southbound	3,146	2,640	– 506	– 16.1%
Clydeside Expressway (A814)	Eastbound	1,954	1,577	– 377	– 19.3%
Clydeside Expressway (A814)	Westbound	1,955	1,251	– 704	– 36.0%
Clyde Tunnel (A739)	Northbound	2,265	1,683	– 582	– 25.7%
Clyde Tunnel (A739)	Southbound	2,265	1,325	– 940	– 41.5%
				Average Difference :	**– 28.4%**

Table A.31 : PM Peak Hour 17:00-18:00 Forecast v Observed Opening Year Flows Scenario 1 Strategic Network

Link location	Direction	2010 Sc1 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	3,569	3,103	– 466	– 13.1%
M8 J9 to J10	Westbound	3,384	3,233	– 151	– 4.5%
M8 J13 to J14	Westbound	4,844	3,919	– 925	– 19.1%
M8 Kingston Bridge	Southbound	7,246	6,185	– 1,061	– 14.6%
M8 J22 to J23	Westbound	6,887	5,268	– 1,619	– 23.5%
M8 J23 to J22	Eastbound	6,131	4,022	– 2,109	– 34.4%
M8 Kingston Bridge	Northbound	6,534	4,231	– 2,303	– 35.2%
M8 J14 to J13	Eastbound	8,273	6,400	– 1,873	– 22.6%
M8 J10 to J9	Eastbound	6,013	4,452	– 1,561	– 26.0%
A8 east of Baillieston	Eastbound	3,847	3,196	– 651	– 16.9%
M80 J2 to J1	Westbound	1,747	1,919	+ 172	+ 9.8%
M80 J1 to J2	Eastbound	4,111	3,420	– 691	– 16.8%
M73 J2a to J2	Southbound	3,345	2,314	– 1,031	– 30.8%
M73 J2 to J1	Southbound	7,002	4,611	– 2,391	– 34.1%
M73 J1 to J2	Northbound	4,615	3,660	– 955	– 20.7%
M73 J2 to J2a	Northbound	3,228	2,445	– 783	– 24.3%
M74 J5 to J4	Northbound	3,739	2,976	– 763	– 20.4%
M74 J3 to J2a	Northbound	6,104	3,056	– 3,048	– 49.9%
M74C J2a to J2	Northbound	5,488	3,176	– 2,312	– 42.1%
M74C J2 to J1a	Northbound	5,124	3,187	– 1,937	– 37.8%
M74C J1a to J1	Northbound	4,654	3,028	– 1,626	– 34.9%
M74C J1 to J1a	Southbound	4,675	3,996	– 679	– 14.5%
M74C J1a to J2	Southbound	4,538	3,948	– 590	– 13.0%
M74C J2 to J2a	Southbound	4,516	3,666	– 850	– 18.8%
M74 J2a to J3	Southbound	4,387	3,711	– 676	– 15.4%
M74 J4 to Bothwell Services	Southbound	5,327	4,538	– 789	– 14.8%
M77 J1 to M8 J22	Northbound	3,352	2,278	– 1,074	– 32.1%
M77 between M8 J22 and J1	Southbound	5,462	3,630	– 1,832	– 33.5%
Clydeside Expressway (A814)	Eastbound	1,840	1,685	– 155	– 8.4%
Clydeside Expressway (A814)	Westbound	3,461	2,328	– 1,133	– 32.7%
Clyde Tunnel (A739)	Northbound	3,168	2,265	– 903	– 28.5%
Clyde Tunnel (A739)	Southbound	3,495	2,212	– 1,283	– 36.7%
				Average Difference :	**– 23.8%**

Table A.32 : AM Peak Hour 08:00-09:00 Forecast v Observed Opening Year Flows Scenario 2 Strategic Network

Link location	Direction	2010 Sc2 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	3,764	2,989	– 775	– 20.6%
M8 J9 to J10	Westbound	3,693	4,018	+ 325	+ 8.8%
M8 J13 to J14	Westbound	6,252	6,178	– 74	– 1.2%
M8 Kingston Bridge	Southbound	5,447	5,494	+ 47	+ 0.9%
M8 J22 to J23	Westbound	4,612	5,147	+ 535	+ 11.6%
M8 J23 to J22	Eastbound	5,626	4,354	– 1,272	– 22.6%
M8 Kingston Bridge	Northbound	8,011	6,055	– 1,956	– 24.4%
M8 J14 to J13	Eastbound	4,713	4,232	– 481	– 10.2%
M8 J10 to J9	Eastbound	2,469	3,133	+ 664	+ 26.9%
A8 east of Baillieston	Eastbound	2,987	2,891	– 96	– 3.2%
M80 J2 to J1	Westbound	3,274	3,218	– 56	– 1.7%
M80 J1 to J2	Eastbound	2,143	1,824	– 319	– 14.9%
M73 J2a to J2	Southbound	2,615	2,492	– 123	– 4.7%
M73 J2 to J1	Southbound	3,820	3,917	+ 97	+ 2.5%
M73 J1 to J2	Northbound	3,714	3,915	+ 201	+ 5.4%
M73 J2 to J2a	Northbound	1,815	2,131	+ 316	+ 17.4%
M74 J5 to J4	Northbound	4,036	4,075	+ 39	+ 1.0%
M74 J3 to J2a	Northbound	5,038	3,777	– 1,261	– 25.0%
M74C J2a to J2	Northbound	4,117	3,741	– 376	– 9.1%
M74C J2 to J1a	Northbound	3,909	4,259	+ 350	+ 9.0%
M74C J1a to J1	Northbound	2,950	4,258	+ 1,308	+ 44.4%
M74C J1 to J1a	Southbound	3,768	2,503	– 1,265	– 33.6%
M74C J1a to J2	Southbound	3,320	2,462	– 858	– 25.8%
M74C J2 to J2a	Southbound	3,500	2,499	– 1,001	– 28.6%
M74 J2a to J3	Southbound	3,618	2,542	– 1,076	– 29.7%
M74 J4 to Bothwell Services	Southbound	2,925	3,556	+ 631	+ 21.6%
M77 J1 to M8 J22	Northbound	4,411	2,863	– 1,548	– 35.1%
M77 between M8 J22 and J1	Southbound	2,292	2,934	+ 642	+ 28.0%
Clydeside Expressway (A814)	Eastbound	3,555	2,937	– 618	– 17.4%
Clydeside Expressway (A814)	Westbound	2,232	1,517	– 715	– 32.0%
Clyde Tunnel (A739)	Northbound	3,791	2,548	– 1,243	– 32.8%
Clyde Tunnel (A739)	Southbound	2,781	1,848	– 933	– 33.6%
				Average Difference :	**– 7.2%**

Table A.33 : Inter-Peak Hour (1/6 * 10:00-16:00) Forecast v Observed Opening Year Flows Scenario 2 Strategic Network

Link location	Direction	2010 Sc2 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	2,672	2,230	– 442	– 16.5%
M8 J9 to J10	Westbound	2,901	2,922	+ 21	+ 0.7%
M8 J13 to J14	Westbound	4,891	4,173	– 718	– 14.7%
M8 Kingston Bridge	Southbound	5,459	4,949	– 510	– 9.3%
M8 J22 to J23	Westbound	4,633	3,858	– 775	– 16.7%
M8 J23 to J22	Eastbound	3,968	3,306	– 662	– 16.7%
M8 Kingston Bridge	Northbound	5,388	4,244	– 1,144	– 21.2%
M8 J14 to J13	Eastbound	4,750	4,261	– 489	– 10.3%
M8 J10 to J9	Eastbound	2,608	3,037	+ 429	+ 16.5%
A8 east of Baillieston	Eastbound	2,597	2,301	– 296	– 11.4%
M80 J2 to J1	Westbound	2,325	1,815	– 510	– 22.0%
M80 J1 to J2	Eastbound	2,049	1,777	– 272	– 13.3%
M73 J2a to J2	Southbound	1,089	1,266	+ 177	+ 16.3%
M73 J2 to J1	Southbound	2,120	2,405	+ 285	+ 13.4%
M73 J1 to J2	Northbound	2,109	2,286	+ 177	+ 8.4%
M73 J2 to J2a	Northbound	1,185	1,226	+ 41	+ 3.4%
M74 J5 to J4	Northbound	2,623	2,414	– 209	– 8.0%
M74 J3 to J2a	Northbound	2,664	1,590	– 1,074	– 40.3%
M74C J2a to J2	Northbound	2,662	1,676	– 986	– 37.0%
M74C J2 to J1a	Northbound	2,830	1,684	– 1,146	– 40.5%
M74C J1a to J1	Northbound	2,545	1,831	– 714	– 28.1%
M74C J1 to J1a	Southbound	2,778	1,865	– 913	– 32.9%
M74C J1a to J2	Southbound	2,506	1,707	– 799	– 31.9%
M74C J2 to J2a	Southbound	2,440	1,672	– 768	– 31.5%
M74 J2a to J3	Southbound	2,555	1,740	– 815	– 31.9%
M74 J4 to Bothwell Services	Southbound	2,676	2,614	– 62	– 2.3%
M77 J1 to M8 J22	Northbound	2,630	2,192	– 438	– 16.6%
M77 between M8 J22 and J1	Southbound	2,740	2,640	– 100	– 3.7%
Clydeside Expressway (A814)	Eastbound	1,755	1,577	– 178	– 10.2%
Clydeside Expressway (A814)	Westbound	1,839	1,251	– 588	– 32.0%
Clyde Tunnel (A739)	Northbound	2,077	1,683	– 394	– 19.0%
Clyde Tunnel (A739)	Southbound	1,925	1,325	– 600	– 31.2%
				Average Difference :	**– 15.3%**

Table A.34 : PM Peak Hour 17:00-18:00 Forecast v Observed Opening Year Flows Scenario 2 Strategic Network

Link location	Direction	2010 Sc2 forecast (vehicles)	24hr observed (vehicles)	Difference (vehicles)	Difference (%)
A8 east of Baillieston	Westbound	3,339	3,103	– 236	– 7.1%
M8 J9 to J10	Westbound	2,675	3,233	+ 558	+ 20.9%
M8 J13 to J14	Westbound	4,334	3,919	– 415	– 9.6%
M8 Kingston Bridge	Southbound	6,934	6,185	– 749	– 10.8%
M8 J22 to J23	Westbound	6,607	5,268	– 1,339	– 20.3%
M8 J23 to J22	Eastbound	5,679	4,022	– 1,657	– 29.2%
M8 Kingston Bridge	Northbound	6,178	4,231	– 1,947	– 31.5%
M8 J14 to J13	Eastbound	7,513	6,400	– 1,113	– 14.8%
M8 J10 to J9	Eastbound	4,955	4,452	– 503	– 10.1%
A8 east of Baillieston	Eastbound	3,689	3,196	– 493	– 13.4%
M80 J2 to J1	Westbound	1,554	1,919	+ 365	+ 23.5%
M80 J1 to J2	Eastbound	3,795	3,420	– 375	– 9.9%
M73 J2a to J2	Southbound	2,961	2,314	– 647	– 21.9%
M73 J2 to J1	Southbound	6,100	4,611	– 1,489	– 24.4%
M73 J1 to J2	Northbound	4,023	3,660	– 363	– 9.0%
M73 J2 to J2a	Northbound	2,855	2,445	– 410	– 14.4%
M74 J5 to J4	Northbound	3,058	2,976	– 82	– 2.7%
M74 J3 to J2a	Northbound	5,740	3,056	– 2,684	– 46.8%
M74C J2a to J2	Northbound	5,246	3,176	– 2,070	– 39.5%
M74C J2 to J1a	Northbound	4,852	3,187	– 1,665	– 34.3%
M74C J1a to J1	Northbound	4,507	3,028	– 1,479	– 32.8%
M74C J1 to J1a	Southbound	4,449	3,996	– 453	– 10.2%
M74C J1a to J2	Southbound	4,289	3,948	– 341	– 8.0%
M74C J2 to J2a	Southbound	4,307	3,666	– 641	– 14.9%
M74 J2a to J3	Southbound	4,273	3,711	– 562	– 13.1%
M74 J4 to Bothwell Services	Southbound	4,459	4,538	+ 79	+ 1.8%
M77 J1 to M8 J22	Northbound	2,949	2,278	– 671	– 22.8%
M77 between M8 J22 and J1	Southbound	5,066	3,630	– 1,436	– 28.3%
Clydeside Expressway (A814)	Eastbound	1,715	1,685	– 30	– 1.8%
Clydeside Expressway (A814)	Westbound	3,267	2,328	– 939	– 28.7%
Clyde Tunnel (A739)	Northbound	2,990	2,265	– 725	– 24.2%
Clyde Tunnel (A739)	Southbound	3,211	2,212	– 999	– 31.1%
				Average Difference :	**– 16.2%**

Table A.35 : AM Peak Hour 08:00-09:00 Forecast v Observed Opening Year Flows Scenario 1 Local Road Network

Plan Id	Link location	Direction	2010 Sc1 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	1,110	906	– 204	– 18.3%
2	Cumberland St	Eastbound	496	322	– 174	– 35.0%
2	Cumberland St	Westbound	665	410	– 255	– 38.4%
3	Cathcart Rd (A728)	Northbound	1,738	1,339	– 399	– 22.9%
3	Cathcart Rd (A728)	Southbound	817	477	– 340	– 41.7%
4	Aikenhead Rd (A728)	Northbound	1,226	622	– 604	– 49.2%
4	Aikenhead Rd (A728)	Southbound	563	265	– 298	– 52.9%
5	Polmadie Rd (B763) sth of M74C	Northbound	970	1,120	+ 150	+ 15.5%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,524	905	– 619	– 40.6%
6	Calder St (B763) west	Westbound	579	-	-	
7	Calder St (B763) east	Westbound	671	321	– 350	– 52.2%
8	Allison St west	Eastbound	1,307	284	– 1,023	– 78.3%
9	Allison St east	Eastbound	719	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	900	433	– 467	– 51.9%
10	Main St (B768), Rutherglen, west	Westbound	814	383	– 431	– 52.9%
11	Main St (B768), Rutherglen, east	Eastbound	973	-	-	
11	Main St (B768), Rutherglen, east	Westbound	487	-	-	
12	Stonelaw Rd (A749)	Northbound	1,496	736	– 760	– 50.8%
12	Stonelaw Rd (A749)	Southbound	627	447	– 180	– 28.7%
13	Dalmarnock Rd (A749)	Northbound	1,195	684	– 511	– 42.8%
13	Dalmarnock Rd (A749)	Southbound	366	278	– 88	– 24.1%
14	Cambuslang Rd (A724) sth of M74C	Northbound	1,340	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	1,421	-	-	
15	Glasgow Rd (A724)	Eastbound	1,221	464	– 757	– 62.0%
15	Glasgow Rd (A724)	Westbound	1,056	633	– 423	– 40.0%
16	Shettleston Rd (A89)	Eastbound	265	-	-	
16	Shettleston Rd (A89)	Westbound	783	-	-	
					Average Difference:	– 40.4%

Table A.36 : Inter-Peak Hour (1/6 * 10:00-16:00) Forecast v Observed Opening Year Flows Scenario 1 Local Road Network

Plan Id	Link location	Direction	2010 Sc1 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	944	602	– 342	– 36.3%
2	Cumberland St	Eastbound	356	340	– 16	– 4.6%
2	Cumberland St	Westbound	512	223	– 289	– 56.4%
3	Cathcart Rd (A728)	Northbound	950	715	– 235	– 24.7%
3	Cathcart Rd (A728)	Southbound	942	562	– 380	– 40.4%
4	Aikenhead Rd (A728)	Northbound	405	320	– 85	– 21.0%
4	Aikenhead Rd (A728)	Southbound	400	363	– 37	– 9.2%
5	Polmadie Rd (B763) sth of M74C	Northbound	1,020	658	– 362	– 35.5%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,383	678	– 705	– 51.0%
6	Calder St (B763) west	Westbound	584	-	-	
7	Calder St (B763) east	Westbound	663	290	– 373	– 56.3%
8	Allison St west	Eastbound	585	332	– 253	– 43.2%
9	Allison St east	Eastbound	522	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	766	457	– 309	– 40.3%
10	Main St (B768), Rutherglen, west	Westbound	566	394	– 172	– 30.4%
11	Main St (B768), Rutherglen, east	Eastbound	550	-	-	
11	Main St (B768), Rutherglen, east	Westbound	361	-	-	
12	Stonelaw Rd (A749)	Northbound	619	451	– 168	– 27.1%
12	Stonelaw Rd (A749)	Southbound	586	487	– 99	– 16.9%
13	Dalmarnock Rd (A749)	Northbound	517	424	– 93	– 18.0%
13	Dalmarnock Rd (A749)	Southbound	527	402	– 125	– 23.6%
14	Cambuslang Rd (A724) sth of M74C	Northbound	708	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	1,018	-	-	
15	Glasgow Rd (A724)	Eastbound	828	431	– 397	– 47.9%
15	Glasgow Rd (A724)	Westbound	666	481	– 185	– 27.8%
16	Shettleston Rd (A89)	Eastbound	396	-	-	
16	Shettleston Rd (A89)	Westbound	396	-	-	
					Average Difference:	– 32.1%

Table A.37 : PM Peak Hour 17:00-18:00 Forecast v Observed Opening Year Flows Scenario 1 Local Road Network

Plan Id	Link location	Direction	2010 Sc1 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	1,459	781	– 678	– 46.5%
2	Cumberland St	Eastbound	421	460	+ 39	+ 9.2%
2	Cumberland St	Westbound	650	253	– 397	– 61.1%
3	Cathcart Rd (A728)	Northbound	1,366	748	– 618	– 45.2%
3	Cathcart Rd (A728)	Southbound	1,427	962	– 465	– 32.6%
4	Aikenhead Rd (A728)	Northbound	950	339	– 611	– 64.3%
4	Aikenhead Rd (A728)	Southbound	1,009	514	– 495	– 49.1%
5	Polmadie Rd (B763) sth of M74C	Northbound	1,060	783	– 277	– 26.2%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,733	1,397	– 336	– 19.4%
6	Calder St (B763) west	Westbound	675	-	-	
7	Calder St (B763) east	Westbound	755	396	– 359	– 47.5%
8	Allison St west	Eastbound	577	337	– 240	– 41.6%
9	Allison St east	Eastbound	910	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	1,139	501	– 638	– 56.0%
10	Main St (B768), Rutherglen, west	Westbound	765	450	– 315	– 41.2%
11	Main St (B768), Rutherglen, east	Eastbound	1,146	-	-	
11	Main St (B768), Rutherglen, east	Westbound	691	-	-	
12	Stonelaw Rd (A749)	Northbound	1,063	449	– 614	– 57.8%
12	Stonelaw Rd (A749)	Southbound	1,174	808	– 366	– 31.2%
13	Dalmarnock Rd (A749)	Northbound	889	397	– 492	– 55.3%
13	Dalmarnock Rd (A749)	Southbound	879	645	– 234	– 26.7%
14	Cambuslang Rd (A724) sth of M74C	Northbound	740	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	1,484	-	-	
15	Glasgow Rd (A724)	Eastbound	1,350	597	– 753	– 55.7%
15	Glasgow Rd (A724)	Westbound	774	540	– 234	– 30.3%
16	Shettleston Rd (A89)	Eastbound	661	-	-	
16	Shettleston Rd (A89)	Westbound	451	-	-	

Average Difference: – 41.0%

Table A.38 : AM Peak Hour 08:00-09:00 Forecast v Observed Opening Year Flows Scenario 2 Local Road Network

Plan Id	Link location	Direction	2010 Sc2 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	1,041	906	– 135	– 12.9%
2	Cumberland St	Eastbound	462	322	– 140	– 30.3%
2	Cumberland St	Westbound	652	410	– 242	– 37.1%
3	Cathcart Rd (A728)	Northbound	1,614	1,339	– 275	– 17.0%
3	Cathcart Rd (A728)	Southbound	809	477	– 332	– 41.1%
4	Aikenhead Rd (A728)	Northbound	1,023	622	– 401	– 39.2%
4	Aikenhead Rd (A728)	Southbound	529	265	– 264	– 49.9%
5	Polmadie Rd (B763) sth of M74C	Northbound	920	1,120	+ 200	+ 21.8%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,494	905	– 589	– 39.4%
6	Calder St (B763) west	Westbound	581	-	-	
7	Calder St (B763) east	Westbound	645	321	– 324	– 50.3%
8	Allison St west	Eastbound	1,274	284	– 990	– 77.7%
9	Allison St east	Eastbound	682	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	834	433	– 401	– 48.0%
10	Main St (B768), Rutherglen, west	Westbound	752	383	– 369	– 49.0%
11	Main St (B768), Rutherglen, east	Eastbound	902	-	-	
11	Main St (B768), Rutherglen, east	Westbound	480	-	-	
12	Stonelaw Rd (A749)	Northbound	1,423	736	– 687	– 48.3%
12	Stonelaw Rd (A749)	Southbound	525	447	– 78	– 14.8%
13	Dalmarnock Rd (A749)	Northbound	1,124	684	– 440	– 39.2%
13	Dalmarnock Rd (A749)	Southbound	334	278	– 56	– 16.9%
14	Cambuslang Rd (A724) sth of M74C	Northbound	1,455	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	1,361	-	-	
15	Glasgow Rd (A724)	Eastbound	1,061	464	– 597	– 56.3%
15	Glasgow Rd (A724)	Westbound	1,029	633	– 396	– 38.5%
16	Shettleston Rd (A89)	Eastbound	236	-	-	
16	Shettleston Rd (A89)	Westbound	702	-	-	
					Average Difference:	– 36.0%

Table A.39 : Inter-Peak Hour (1/6 * 10:00-16:00) Forecast v Observed Opening Year Flows Scenario 2 Local Road Network

Plan Id	Link location	Direction	2010 Sc2 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	804	602	– 202	– 25.2%
2	Cumberland St	Eastbound	348	340	– 8	– 2.4%
2	Cumberland St	Westbound	502	223	– 279	– 55.5%
3	Cathcart Rd (A728)	Northbound	904	715	– 189	– 20.9%
3	Cathcart Rd (A728)	Southbound	868	562	– 306	– 35.3%
4	Aikenhead Rd (A728)	Northbound	391	320	– 71	– 18.2%
4	Aikenhead Rd (A728)	Southbound	301	363	+ 62	+ 20.6%
5	Polmadie Rd (B763) sth of M74C	Northbound	940	658	– 282	– 30.0%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,346	678	– 668	– 49.6%
6	Calder St (B763) west	Westbound	503	-	-	
7	Calder St (B763) east	Westbound	598	290	– 308	– 51.5%
8	Allison St west	Eastbound	594	332	– 262	– 44.1%
9	Allison St east	Eastbound	509	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	587	457	– 130	– 22.1%
10	Main St (B768), Rutherglen, west	Westbound	499	394	– 105	– 21.0%
11	Main St (B768), Rutherglen, east	Eastbound	421	-	-	
11	Main St (B768), Rutherglen, east	Westbound	263	-	-	
12	Stonelaw Rd (A749)	Northbound	501	451	– 50	– 9.9%
12	Stonelaw Rd (A749)	Southbound	489	487	– 2	– 0.4%
13	Dalmarnock Rd (A749)	Northbound	473	424	– 49	– 10.3%
13	Dalmarnock Rd (A749)	Southbound	455	402	– 53	– 11.6%
14	Cambuslang Rd (A724) sth of M74C	Northbound	622	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	822	-	-	
15	Glasgow Rd (A724)	Eastbound	701	431	– 270	– 38.5%
15	Glasgow Rd (A724)	Westbound	608	481	– 127	– 20.9%
16	Shettleston Rd (A89)	Eastbound	396	-	-	
16	Shettleston Rd (A89)	Westbound	376	-	-	

Average Difference: – 23.5%

Table A.40 : PM Peak Hour 17:00-18:00 Forecast v Observed Opening Year Flows Scenario 2 Local Road Network

Plan Id	Link location	Direction	2010 Sc2 forecast (vehicles)	1Yr After observed (vehicles)	Difference (vehicles)	Difference (%)
1	Cook St	Westbound	1,405	781	– 624	– 44.4%
2	Cumberland St	Eastbound	423	460	+ 37	+ 8.6%
2	Cumberland St	Westbound	639	253	– 386	– 60.4%
3	Cathcart Rd (A728)	Northbound	1,243	748	– 495	– 39.8%
3	Cathcart Rd (A728)	Southbound	1,377	962	– 415	– 30.1%
4	Aikenhead Rd (A728)	Northbound	766	339	– 427	– 55.7%
4	Aikenhead Rd (A728)	Southbound	962	514	– 448	– 46.6%
5	Polmadie Rd (B763) sth of M74C	Northbound	1,057	783	– 274	– 25.9%
5	Polmadie Rd (B763) sth of M74C	Southbound	1,655	1,397	– 258	– 15.6%
6	Calder St (B763) west	Westbound	659	-	-	
7	Calder St (B763) east	Westbound	736	396	– 340	– 46.2%
8	Allison St west	Eastbound	527	337	– 190	– 36.1%
9	Allison St east	Eastbound	873	-	-	
10	Main St (B768), Rutherglen, west	Eastbound	1,083	501	– 582	– 53.7%
10	Main St (B768), Rutherglen, west	Westbound	742	450	– 292	– 39.4%
11	Main St (B768), Rutherglen, east	Eastbound	1,129	-	-	
11	Main St (B768), Rutherglen, east	Westbound	590	-	-	
12	Stonelaw Rd (A749)	Northbound	863	449	– 414	– 48.0%
12	Stonelaw Rd (A749)	Southbound	1,036	808	– 228	– 22.0%
13	Dalmarnock Rd (A749)	Northbound	594	397	– 197	– 33.1%
13	Dalmarnock Rd (A749)	Southbound	820	645	– 175	– 21.4%
14	Cambuslang Rd (A724) sth of M74C	Northbound	687	-	-	
14	Cambuslang Rd (A724) sth of M74C	Southbound	1,555	-	-	
15	Glasgow Rd (A724)	Eastbound	1,188	597	– 591	– 49.7%
15	Glasgow Rd (A724)	Westbound	712	540	– 172	– 24.2%
16	Shettleston Rd (A89)	Eastbound	621	-	-	
16	Shettleston Rd (A89)	Westbound	472	-	-	
					Average Difference:	– 36.0%

A.5 Before & After Opening Average Speed Comparisons (Strategic Network Only)

Table A.41 : AM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012) M8 & A8

Counter location	Direction	Avg speed before opening (KPH)	Avg speed after opening (KPH)	Difference (KPH)	Difference (%)
A8 east of Baillieston	Westbound	89	85	– 4	– 4.5%
M8 J8 to J9	Westbound	86	98	+ 12	+ 14.0%
M8 J9 to J10	Westbound	86	96	+ 10	+ 12.1%
M8 J10 to J11	Westbound	73	99	+ 26	+ 35.1%
M8 J11 to J12	Westbound	62	93	+ 31	+ 49.6%
M8 J12 to J13	Westbound	43	87	+ 44	+ 103.0%
M8 J13 to J14	Westbound	26	64	+ 38	+ 149.0%
M8 J14 to J15	Westbound	44	63	+ 18	+ 41.7%
M8 J15 to J16	Westbound	46	74	+ 28	+ 60.2%
M8 J16 to J17	Westbound	39	76	+ 37	+ 97.1%
M8 J17/J18 to J19	Westbound	61	69	+ 8	+ 13.1%
M8 Kingston Bridge	Westbound	77	81	+ 4	+ 5.3%
M8 main carriageway east of J21	Westbound	87	89	+ 2	+ 2.3%
M8 secondary carriageway east of J21	Westbound	92	88	– 4	– 4.0%
M8 J22 to J23	Westbound	90	83	– 7	– 7.5%
M8 J24 to J25	Westbound	92	91	– 1	– 0.7%
M8 J25 to J25a	Westbound	95	91	– 4	– 4.5%
M8 J25a to J26	Westbound	91	84	– 7	– 8.2%
M8 J26 to J27	Westbound	94	76	– 18	– 19.3%
M8 J27 to J26	Eastbound	92	90	– 2	– 2.1%
M8 J26 to J25a	Eastbound	90	90	+ 0	+ 0.3%
M8 J25a to J25	Eastbound	90	91	+ 0	+ 0.5%
M8 J25 to J24	Eastbound	77	80	+ 3	+ 3.8%
M8 J23 to J22	Eastbound	64	81	+ 18	+ 27.8%
M8 main carriageway east of J21	Eastbound	47	61	+ 14	+ 29.5%
M8 Kingston Bridge	Eastbound	54	67	+ 13	+ 24.6%
M8 at J18 before Charing Cross ramp	Eastbound	66	62	– 5	– 6.8%
M8 J18/J17 to J16	Eastbound	72	78	+ 6	+ 8.2%
M8 J16 to J15	Eastbound	72	76	+ 4	+ 5.6%
M8 J15 to J14	Eastbound	92	n/a	-	
M8 J14 to J13	Eastbound	94	94	+ 0	+ 0.2%
M8 J13 to J12	Eastbound	93	94	+ 1	+ 0.8%
M8 J12 to J11	Eastbound	92	94	+ 2	+ 1.7%
M8 J11 to J10	Eastbound	108	111	+ 4	+ 3.3%
M8 J10 to J9	Eastbound	101	103	+ 2	+ 1.7%
M8 J9 to J8	Eastbound	93	97	+ 4	+ 4.4%
A8 east of Baillieston	Eastbound	91	91	+ 0	+ 0.4%

Table A.42 : AM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012) M80, M73, M74, M77

Counter location	Direction	Avg speed before opening (KPH)	Avg speed after opening (KPH)	Difference (KPH)		Difference (%)	
M80 J3 to J2	Southbound	81	84	+	3	+	3.9%
M80 J2 to J1	Westbound	79	80	+	2	+	2.1%
M80 J1 to J2	Eastbound	88	88	+	0	+	0.4%
M80 J2 to J3	Northbound	91	95	+	4	+	4.7%
M73 at J2a between ramps	Southbound	#N/A	#N/A		#N/A		#N/A
M73 J2a to J2	Southbound	102	102	–	0	–	0.3%
M73 J2 to J1	Southbound	94	89	–	5	–	5.5%
M73 J1 to J2	Northbound	94	92	–	2	–	2.1%
M73 J2 to J2a	Northbound	95	92	–	3	–	3.2%
M73 at J2a between ramps	Northbound	#N/A	#N/A		#N/A		#N/A
M74 J5 to J4	Northbound	87	88	+	1	+	1.1%
M74 J3a to J3	Northbound	96	100	+	4	+	4.0%
M74 J3 to J2a	Northbound	84	97	+	13	+	14.9%
M74 J2a to J3	Southbound	90	97	+	8	+	8.4%
M74 J3 to J3a	Southbound	105	100	–	4	–	4.2%
M74 J4 to Bothwell Services	Southbound	102	101	–	2	–	1.6%
M77 J4 to J3	Northbound	83	74	–	9	–	10.4%
M77 J3 to J2	Northbound	68	59	–	9	–	12.8%
M77 J2 to J1	Northbound	65	72	+	6	+	9.9%
M77 J1 to M8 J22	Northbound	47	62	+	15	+	31.4%
M77 between M8 J22 and J1	Southbound	78	75	–	3	–	4.1%
M77 J1 to J2	Southbound	89	86	–	3	–	3.0%
M77 J2 to J3	Southbound	88	89	+	1	+	0.9%
M77 J3 to J4	Southbound	89	89	–	0	–	0.1%

Table A.43 : PM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012) M8 & A8

Counter location	Direction	Avg speed before opening (KPH)	Avg speed after opening (KPH)	Difference (KPH)	Difference (%)
A8 east of Baillieston	Westbound	89	84	– 6	– 6.4%
M8 J8 to J9	Westbound	98	101	+ 3	+ 3.2%
M8 J9 to J10	Westbound	97	99	+ 1	+ 1.5%
M8 J10 to J11	Westbound	98	102	+ 4	+ 4.0%
M8 J11 to J12	Westbound	94	98	+ 3	+ 3.3%
M8 J12 to J13	Westbound	87	93	+ 6	+ 6.9%
M8 J13 to J14	Westbound	67	92	+ 25	+ 37.3%
M8 J14 to J15	Westbound	48	81	+ 33	+ 69.7%
M8 J15 to J16	Westbound	33	72	+ 39	+ 118.7%
M8 J16 to J17	Westbound	21	57	+ 36	+ 166.1%
M8 J17/J18 to J19	Westbound	45	51	+ 6	+ 13.3%
M8 Kingston Bridge	Westbound	56	53	– 3	– 5.9%
M8 main carriageway east of J21	Westbound	69	59	– 10	– 14.4%
M8 secondary carriageway east of J21	Westbound	89	77	– 12	– 13.0%
M8 J22 to J23	Westbound	90	82	– 8	– 8.7%
M8 J24 to J25	Westbound	93	88	– 5	– 5.8%
M8 J25 to J25a	Westbound	93	75	– 18	– 19.7%
M8 J25a to J26	Westbound	86	63	– 22	– 26.0%
M8 J26 to J27	Westbound	70	50	– 21	– 29.3%
M8 J27 to J26	Eastbound	99	96	– 3	– 2.9%
M8 J26 to J25a	Eastbound	95	94	– 1	– 0.8%
M8 J25a to J25	Eastbound	93	93	– 0	– 0.3%
M8 J25 to J24	Eastbound	83	84	+ 1	+ 1.1%
M8 J23 to J22	Eastbound	68	88	+ 20	+ 29.8%
M8 main carriageway east of J21	Eastbound	32	77	+ 46	+ 144.5%
M8 Kingston Bridge	Eastbound	33	61	+ 28	+ 83.9%
M8 at J18 before Charing Cross ramp	Eastbound	52	51	– 0	– 0.5%
M8 J18/J17 to J16	Eastbound	48	60	+ 12	+ 25.3%
M8 J16 to J15	Eastbound	54	64	+ 9	+ 17.4%
M8 J15 to J14	Eastbound	89	n/a	-	
M8 J14 to J13	Eastbound	91	93	+ 2	
M8 J13 to J12	Eastbound	89	93	+ 4	+ 4.6%
M8 J12 to J11	Eastbound	84	92	+ 8	+ 9.5%
M8 J11 to J10	Eastbound	99	108	+ 10	+ 9.7%
M8 J10 to J9	Eastbound	86	99	+ 13	+ 15.1%
M8 J9 to J8	Eastbound	82	93	+ 12	+ 14.4%
A8 east of Baillieston	Eastbound	87	83	– 4	– 4.4%

Table A.44 : PM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012) M80, M73, M74, M77

Counter location	Direction	Avg speed before opening (KPH)	Avg speed after opening (KPH)	Difference (KPH)		Difference (%)	
M80 J3 to J2	Southbound	86	92	+	7	+	7.7%
M80 J2 to J1	Westbound	89	92	+	3	+	3.8%
M80 J1 to J2	Eastbound	85	85	+	0	+	0.6%
M80 J2 to J3	Northbound	86	91	+	5	+	5.8%
M73 at J2a between ramps	Southbound	#N/A	#N/A		-		#VALUE!
M73 J2a to J2	Southbound	104	105	+	1	+	0.6%
M73 J2 to J1	Southbound	94	87	–	7	–	7.8%
M73 J1 to J2	Northbound	97	95	–	2	–	2.0%
M73 J2 to J2a	Northbound	98	95	–	3	–	3.4%
M73 at J2a between ramps	Northbound	#N/A	#N/A		-		#VALUE!
M74 J5 to J4	Northbound	94	94	+	1	+	0.7%
M74 J3a to J3	Northbound	97	104	+	7	+	7.1%
M74 J3 to J2a	Northbound	88	100	+	12	+	14.2%
M74 J2a to J3	Southbound	89	96	+	7	+	7.8%
M74 J3 to J3a	Southbound	106	97	–	10	–	9.0%
M74 J4 to Bothwell Services	Southbound	103	95	–	7	–	6.9%
M77 J4 to J3	Northbound	95	96	+	1	+	1.4%
M77 J3 to J2	Northbound	87	85	–	2	–	2.1%
M77 J2 to J1	Northbound	91	88	–	3	–	2.9%
M77 J1 to M8 J22	Northbound	76	76	+	0	+	0.2%
M77 between M8 J22 and J1	Southbound	52	37	–	16	–	30.0%
M77 J1 to J2	Southbound	74	71	–	4	–	4.9%
M77 J2 to J3	Southbound	79	82	+	3	+	4.2%
M77 J3 to J4	Southbound	85	87	+	1	+	1.2%

Table A.45 : AM Peak Period Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012) A8 & M8

Counter location	Direction	Avg speed before opening			Avg speed after opening			Difference			% Difference	
		7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM
		Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)
A8 east of Baillieston	Westbound	85	89	92	82	82	90	– 3	– 7	– 2	– 3.2%	– 8.1%
M8 J8 to J9	Westbound	76	88	93	96	97	99	+ 20	+ 9	+ 7	+ 26.8%	+ 9.9%
M8 J9 to J10	Westbound	83	85	90	96	96	97	+ 13	+ 11	+ 7	+ 15.9%	+ 13.1%
M8 J10 to J11	Westbound	74	63	83	98	97	101	+ 24	+ 34	+ 18	+ 33.1%	+ 54.8%
M8 J11 to J12	Westbound	65	51	70	93	89	95	+ 28	+ 38	+ 26	+ 43.2%	+ 75.2%
M8 J12 to J13	Westbound	46	31	52	90	82	90	+ 44	+ 51	+ 38	+ 96.7%	+ 162.5%
M8 J13 to J14	Westbound	27	22	29	69	42	80	+ 43	+ 20	+ 52	+ 159.3%	+ 93.4%
M8 J14 to J15	Westbound	41	41	51	65	51	73	+ 24	+ 9	+ 22	+ 58.2%	+ 22.6%
M8 J15 to J16	Westbound	43	43	53	74	70	78	+ 31	+ 28	+ 25	+ 71.8%	+ 64.6%
M8 J16 to J17	Westbound	33	36	47	77	72	79	+ 44	+ 36	+ 32	+ 133.4%	+ 100.3%
M8 J17/J18 to J19	Westbound	61	59	63	71	64	71	+ 10	+ 5	+ 8	+ 16.5%	+ 9.4%
M8 Kingston Bridge	Westbound	77	75	79	81	80	82	+ 5	+ 5	+ 3	+ 5.9%	+ 6.3%
M8 main carriageway east of J21	Westbound	87	86	87	90	88	89	+ 2	+ 2	+ 2	+ 2.9%	+ 2.2%
M8 secondary carriageway east of J21	Westbound	93	92	91	89	87	89	– 5	– 5	– 2	– 4.9%	– 5.3%
M8 J22 to J23	Westbound	90	89	90	83	82	85	– 8	– 8	– 5	– 8.4%	– 8.5%
M8 J24 to J25	Westbound	92	91	92	91	89	93	– 1	– 2	+ 1	– 0.8%	– 2.4%
M8 J25 to J25a	Westbound	95	95	96	91	88	94	– 5	– 6	– 2	– 5.0%	– 6.9%
M8 J25a to J26	Westbound	90	91	93	83	77	91	– 7	– 13	– 2	– 8.1%	– 14.5%
M8 J26 to J27	Westbound	93	94	97	75	67	87	– 18	– 27	– 10	– 19.3%	– 28.4%
M8 J27 to J26	Eastbound	91	88	98	88	86	96	– 3	– 1	– 2	– 3.1%	– 1.6%
M8 J26 to J25a	Eastbound	90	86	93	89	87	94	– 1	+ 1	+ 1	– 1.3%	+ 1.0%
M8 J25a to J25	Eastbound	93	84	94	91	87	94	– 2	+ 4	– 0	– 2.0%	+ 4.5%
M8 J25 to J24	Eastbound	81	67	84	81	76	84	– 0	+ 9	+ 0	– 0.2%	+ 13.0%
M8 J23 to J22	Eastbound	66	50	75	87	73	85	+ 21	+ 22	+ 10	+ 31.7%	+ 44.1%
M8 main carriageway east of J21	Eastbound	38	44	59	69	45	69	+ 31	+ 1	+ 10	+ 80.4%	+ 2.1%
M8 Kingston Bridge	Eastbound	48	53	61	66	66	70	+ 17	+ 13	+ 10	+ 36.2%	+ 24.3%
M8 at J18 before Charing Cross ramp	Eastbound	65	64	69	60	62	62	– 5	– 2	– 7	– 7.6%	– 3.0%
M8 J18/J17 to J16	Eastbound	73	67	76	78	76	79	+ 5	+ 9	+ 4	+ 7.2%	+ 13.0%
M8 J16 to J15	Eastbound	73	68	75	77	74	77	+ 4	+ 6	+ 2	+ 5.5%	+ 8.8%
M8 J15 to J14	Eastbound	93	92	92	0	0	0	– 93	– 92	– 92	– 100.0%	– 100.0%
M8 J14 to J13	Eastbound	95	94	94	95	94	94	+ 0	+ 0	+ 0	+ 0.1%	+ 0.4%
M8 J13 to J12	Eastbound	94	92	92	94	93	93	+ 1	+ 1	+ 0	+ 0.7%	+ 1.3%
M8 J12 to J11	Eastbound	93	91	93	95	94	93	+ 2	+ 2	+ 1	+ 2.0%	+ 2.4%
M8 J11 to J10	Eastbound	106	107	110	110	110	113	+ 4	+ 4	+ 3	+ 3.7%	+ 3.4%
M8 J10 to J9	Eastbound	102	101	101	104	103	102	+ 2	+ 2	+ 1	+ 2.1%	+ 2.0%
M8 J9 to J8	Eastbound	93	91	95	98	96	98	+ 5	+ 5	+ 3	+ 5.0%	+ 5.3%
A8 east of Baillieston	Eastbound	87	87	97	91	85	97	+ 4	– 3	– 0	+ 4.3%	– 2.9%

Table A.46 : AM Peak Period Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012) M80, M73, M74, M77

Counter location	Direction	Avg speed before opening			Avg speed after opening			Difference			% Difference	
		7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM	9-10 AM	7-8 AM	8-9 AM
		Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)
M80 J3 to J2	Southbound	83	78	83	86	78	90	+ 3	– 1	+ 7	+ 3.5%	– 0.7%
M80 J2 to J1	Westbound	84	68	83	84	69	88	0	+ 1	+ 4	0.0%	+ 1.1%
M80 J1 to J2	Eastbound	89	88	87	89	88	88	– 0	+ 1	+ 1	– 0.3%	+ 0.7%
M80 J2 to J3	Northbound	93	90	90	96	95	95	+ 4	+ 4	+ 5	+ 3.8%	+ 5.0%
M73 at J2a between ramps	Southbound	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	-		
M73 J2a to J2	Southbound	102	102	101	101	100	104	– 1	– 3	+ 3	– 1.2%	– 2.5%
M73 J2 to J1	Southbound	92	93	96	85	84	97	– 7	– 9	+ 1	– 7.9%	– 9.5%
M73 J1 to J2	Northbound	92	94	95	92	89	94	– 1	– 4	– 1	– 0.9%	– 4.4%
M73 J2 to J2a	Northbound	95	95	96	92	90	94	– 3	– 4	– 2	– 2.7%	– 4.4%
M73 at J2a between ramps	Northbound	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	-		
M74 J5 to J4	Northbound	84	86	91	86	86	92	+ 3	– 1	+ 1	+ 3.1%	– 0.6%
M74 J3a to J3	Northbound	96	97	95	97	98	103	+ 2	+ 2	+ 8	+ 1.9%	+ 1.8%
M74 J3 to J2a	Northbound	81	84	88	95	96	99	+ 14	+ 12	+ 11	+ 17.5%	+ 14.6%
M74 J2a to J3	Southbound	91	90	89	98	97	96	+ 7	+ 7	+ 8	+ 8.3%	+ 8.1%
M74 J3 to J3a	Southbound	106	105	103	101	99	100	– 5	– 5	– 3	– 4.9%	– 4.9%
M74 J4 to Bothwell Services	Southbound	104	98	105	101	102	99	– 4	+ 5	– 6	– 3.4%	+ 5.0%
M77 J4 to J3	Northbound	79	78	91	64	67	92	– 15	– 12	+ 1	– 19.2%	– 14.8%
M77 J3 to J2	Northbound	67	58	78	52	49	77	– 16	– 10	– 1	– 23.1%	– 16.6%
M77 J2 to J1	Northbound	69	48	79	77	59	78	+ 8	+ 12	– 1	+ 12.2%	+ 24.8%
M77 J1 to M8 J22	Northbound	43	37	62	67	52	67	+ 24	+ 15	+ 5	+ 56.9%	+ 40.0%
M77 between M8 J22 and J1	Southbound	79	78	78	76	74	76	– 3	– 4	– 2	– 4.1%	– 5.3%
M77 J1 to J2	Southbound	90	88	88	87	85	86	– 3	– 3	– 2	– 3.6%	– 3.5%
M77 J2 to J3	Southbound	89	87	88	90	88	89	+ 1	+ 1	+ 1	+ 0.7%	+ 1.0%
M77 J3 to J4	Southbound	90	89	89	90	89	89	– 1	– 0	+ 0	– 0.6%	– 0.1%

Table A.47 : PM Peak Period Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012) A8 & M8

Counter location	Direction	Avg speed before opening			Avg speed after opening			Difference			% Difference	
		4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM
		Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)
A8 east of Baillieston	Westbound	89	89	91	85	78	88	– 4	– 11	– 2	– 4.8%	– 12.1%
M8 J8 to J9	Westbound	98	98	97	101	101	101	+ 3	+ 3	+ 3	+ 3.1%	+ 3.0%
M8 J9 to J10	Westbound	98	98	97	100	99	98	+ 2	+ 1	+ 1	+ 1.7%	+ 1.3%
M8 J10 to J11	Westbound	99	98	98	102	102	102	+ 3	+ 4	+ 5	+ 3.3%	+ 4.1%
M8 J11 to J12	Westbound	95	96	93	98	98	98	+ 3	+ 2	+ 5	+ 2.7%	+ 2.2%
M8 J12 to J13	Westbound	90	88	83	93	94	93	+ 3	+ 5	+ 10	+ 2.9%	+ 6.2%
M8 J13 to J14	Westbound	78	66	59	93	93	91	+ 16	+ 27	+ 33	+ 20.3%	+ 41.4%
M8 J14 to J15	Westbound	55	42	47	84	81	79	+ 28	+ 39	+ 33	+ 51.5%	+ 93.7%
M8 J15 to J16	Westbound	38	22	39	74	67	73	+ 37	+ 45	+ 34	+ 98.2%	+ 206.2%
M8 J16 to J17	Westbound	24	14	26	57	52	63	+ 32	+ 38	+ 36	+ 131.6%	+ 275.8%
M8 J17/J18 to J19	Westbound	47	38	50	52	40	61	+ 5	+ 2	+ 11	+ 11.1%	+ 5.8%
M8 Kingston Bridge	Westbound	62	46	61	58	38	64	– 4	– 8	+ 3	– 7.2%	– 18.1%
M8 main carriageway east of J21	Westbound	77	57	72	64	42	70	– 13	– 15	– 2	– 16.6%	– 25.9%
M8 secondary carriageway east of J21	Westbound	89	88	90	79	67	86	– 10	– 21	– 3	– 11.2%	– 24.2%
M8 J22 to J23	Westbound	90	90	90	82	80	84	– 8	– 10	– 6	– 8.4%	– 11.1%
M8 J24 to J25	Westbound	93	93	93	90	82	91	– 4	– 11	– 2	– 3.8%	– 11.6%
M8 J25 to J25a	Westbound	93	90	96	78	59	87	– 15	– 31	– 9	– 15.7%	– 34.5%
M8 J25a to J26	Westbound	89	76	92	66	47	78	– 23	– 30	– 14	– 25.7%	– 39.2%
M8 J26 to J27	Westbound	69	56	86	50	39	60	– 19	– 17	– 26	– 28.1%	– 30.1%
M8 J27 to J26	Eastbound	99	99	99	95	96	97	– 4	– 3	– 2	– 3.9%	– 2.6%
M8 J26 to J25a	Eastbound	94	95	95	93	94	95	– 1	– 1	– 1	– 1.3%	– 0.7%
M8 J25a to J25	Eastbound	93	92	95	91	93	95	– 2	+ 1	– 0	– 1.7%	+ 1.3%
M8 J25 to J24	Eastbound	78	83	87	81	84	87	+ 3	+ 1	– 1	+ 3.4%	+ 0.7%
M8 J23 to J22	Eastbound	55	68	81	86	88	90	+ 31	+ 20	+ 10	+ 55.8%	+ 29.6%
M8 main carriageway east of J21	Eastbound	27	28	39	74	74	83	+ 47	+ 46	+ 44	+ 170.0%	+ 165.0%
M8 Kingston Bridge	Eastbound	29	28	43	50	57	76	+ 22	+ 29	+ 33	+ 75.0%	+ 103.3%
M8 at J18 before Charing Cross ramp	Eastbound	47	44	64	45	47	62	– 2	+ 3	– 2	– 4.0%	+ 6.6%
M8 J18/J17 to J16	Eastbound	41	39	63	49	51	79	+ 8	+ 12	+ 16	+ 20.6%	+ 31.1%
M8 J16 to J15	Eastbound	48	48	66	57	58	77	+ 9	+ 9	+ 10	+ 17.8%	+ 19.2%
M8 J15 to J14	Eastbound	89	88	90	0	0	0	– 89	– 88	– 90	– 100.0%	– 100.0%
M8 J14 to J13	Eastbound	91	90	92	92	92	95	+ 0	+ 2	+ 3	+ 0.4%	+ 1.9%
M8 J13 to J12	Eastbound	89	86	90	91	92	94	+ 2	+ 6	+ 4	+ 2.4%	+ 7.4%
M8 J12 to J11	Eastbound	84	80	89	91	92	95	+ 7	+ 12	+ 5	+ 7.9%	+ 15.2%
M8 J11 to J10	Eastbound	100	94	102	106	108	112	+ 6	+ 14	+ 9	+ 5.7%	+ 14.5%
M8 J10 to J9	Eastbound	88	77	92	98	97	101	+ 10	+ 20	+ 9	+ 11.0%	+ 26.7%
M8 J9 to J8	Eastbound	83	76	87	92	91	97	+ 10	+ 16	+ 10	+ 11.5%	+ 20.9%
A8 east of Baillieston	Eastbound	88	76	98	86	67	97	– 2	– 9	– 0	– 2.7%	– 11.3%

Table A.48 : PM Peak Period Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012) M80, M73, M74, M77

Counter location	Direction	Avg speed before opening			Avg speed after opening			Difference			% Difference		
		4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM	6-7 PM	4-5 PM	5-6 PM	6-7 PM
		Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)	Avg speed (KPH)
M80 J3 to J2	Southbound	86	86	85	93	92	92	+ 6	+ 6	+ 7	+ 7.4%	+ 7.4%	+ 8.3%
M80 J2 to J1	Westbound	90	89	87	93	93	91	+ 3	+ 3	+ 4	+ 3.3%	+ 3.5%	+ 4.8%
M80 J1 to J2	Eastbound	85	84	86	85	83	87	+ 0	– 0	+ 1	+ 0.0%	– 0.1%	+ 1.7%
M80 J2 to J3	Northbound	86	85	88	91	89	94	+ 5	+ 5	+ 6	+ 5.5%	+ 5.3%	+ 6.6%
M73 at J2a between ramps	Southbound	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	-			
M73 J2a to J2	Southbound	104	105	104	103	103	108	– 0	– 2	+ 4	– 0.4%	– 1.7%	+ 3.8%
M73 J2 to J1	Southbound	94	92	96	86	77	96	– 7	– 15	– 0	– 7.7%	– 15.8%	– 0.2%
M73 J1 to J2	Northbound	96	97	99	94	94	99	– 2	– 3	– 0	– 2.2%	– 3.3%	– 0.4%
M73 J2 to J2a	Northbound	96	98	100	93	93	99	– 4	– 5	– 1	– 3.8%	– 5.1%	– 1.3%
M73 at J2a between ramps	Northbound	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	-	-	-			
M74 J5 to J4	Northbound	92	93	95	94	94	96	+ 1	+ 1	+ 0	+ 1.1%	+ 0.9%	+ 0.1%
M74 J3a to J3	Northbound	97	97	97	103	103	105	+ 6	+ 6	+ 8	+ 6.1%	+ 6.4%	+ 8.7%
M74 J3 to J2a	Northbound	89	87	88	100	99	101	+ 11	+ 13	+ 13	+ 12.4%	+ 15.0%	+ 15.2%
M74 J2a to J3	Southbound	89	88	90	96	94	98	+ 7	+ 6	+ 8	+ 7.3%	+ 7.3%	+ 8.8%
M74 J3 to J3a	Southbound	105	106	107	97	91	102	– 9	– 15	– 5	– 8.1%	– 14.5%	– 4.3%
M74 J4 to Bothwell Services	Southbound	102	100	105	93	97	97	– 9	– 3	– 9	– 9.1%	– 3.5%	– 8.1%
M77 J4 to J3	Northbound	96	95	94	97	96	96	+ 1	+ 1	+ 2	+ 0.7%	+ 1.4%	+ 2.1%
M77 J3 to J2	Northbound	87	87	86	85	85	85	– 2	– 2	– 1	– 2.6%	– 2.4%	– 1.1%
M77 J2 to J1	Northbound	91	91	90	88	89	88	– 3	– 3	– 2	– 3.8%	– 3.1%	– 1.9%
M77 J1 to M8 J22	Northbound	75	76	78	76	76	77	+ 1	+ 1	– 1	+ 1.1%	+ 0.9%	– 1.3%
M77 between M8 J22 and J1	Southbound	64	35	59	39	24	48	– 25	– 11	– 11	– 38.9%	– 32.3%	– 19.1%
M77 J1 to J2	Southbound	74	72	78	69	70	73	– 5	– 2	– 4	– 6.7%	– 2.5%	– 5.4%
M77 J2 to J3	Southbound	78	77	81	82	81	84	+ 4	+ 3	+ 3	+ 4.9%	+ 4.3%	+ 3.3%
M77 J3 to J4	Southbound	85	84	88	86	85	88	+ 2	+ 2	– 0	+ 1.8%	+ 2.1%	– 0.2%

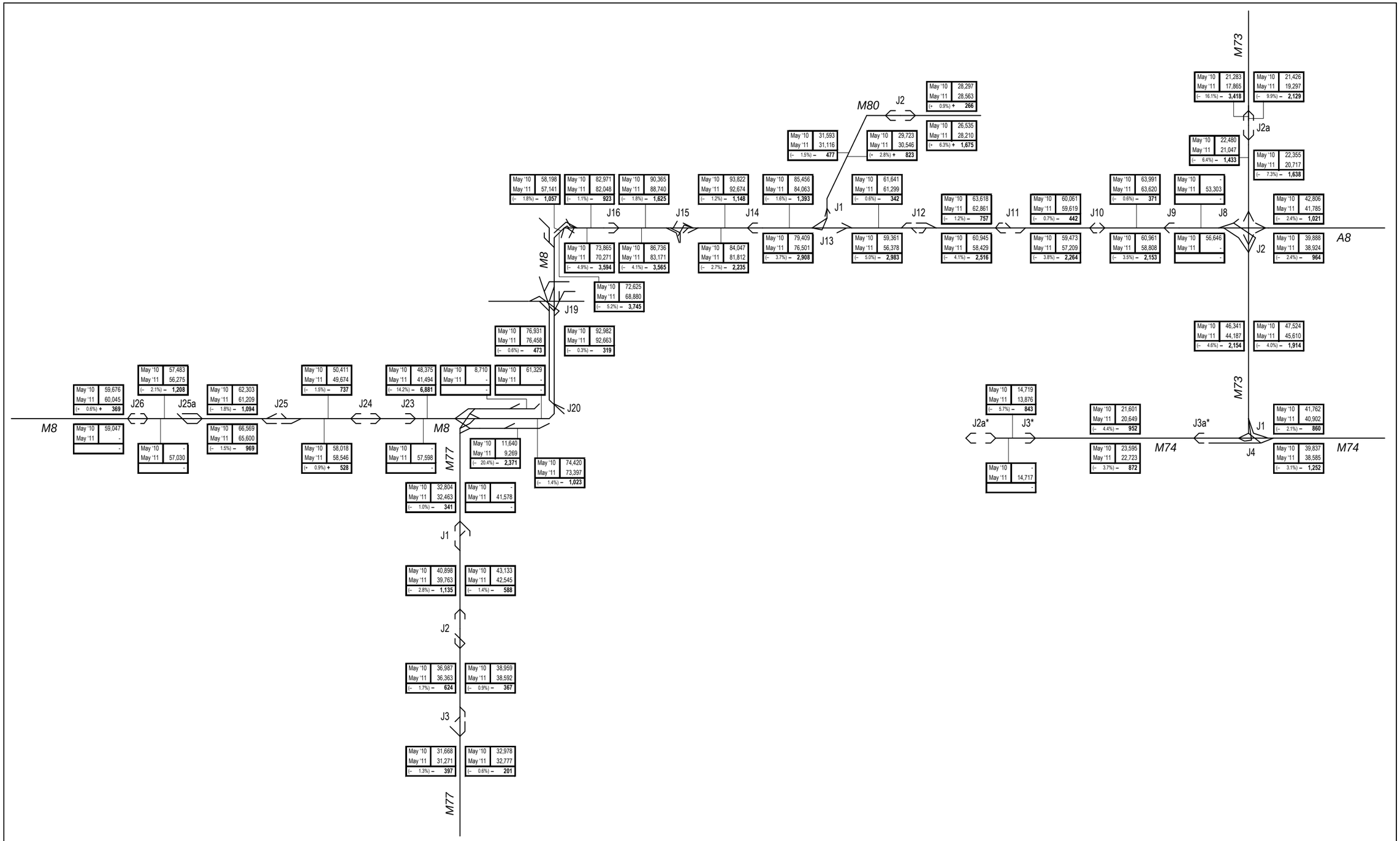
B STRATEGIC NETWORK SCHEMATICS

B.1 Traffic Flows - Background Changes

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:

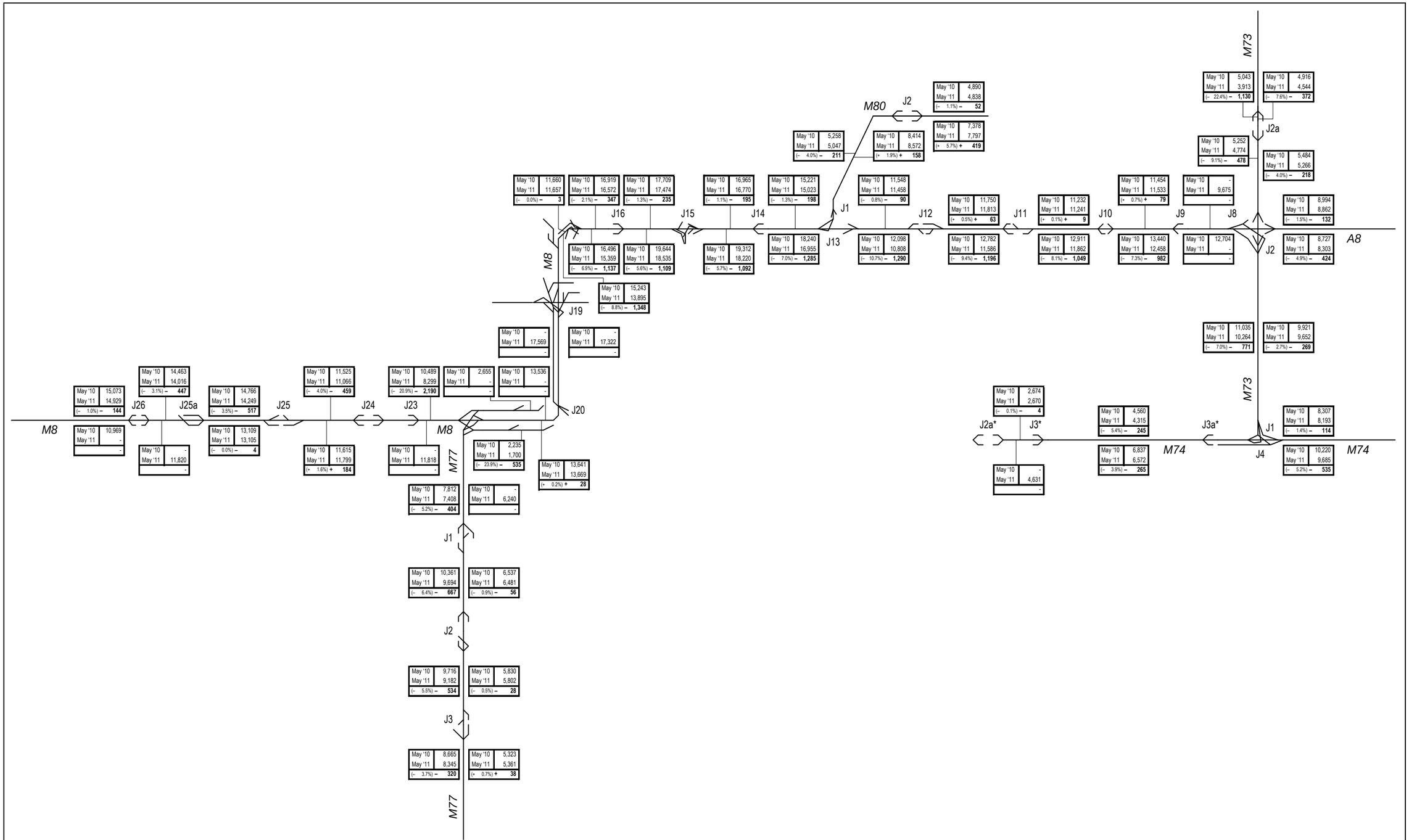
- AM interval 07:00 – 10:00 (Figure B.2)
- Inter-peak interval 10:00 – 16:00 (Figure B.3)
- PM interval 16:00 – 19:00 (Figure B.4)



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

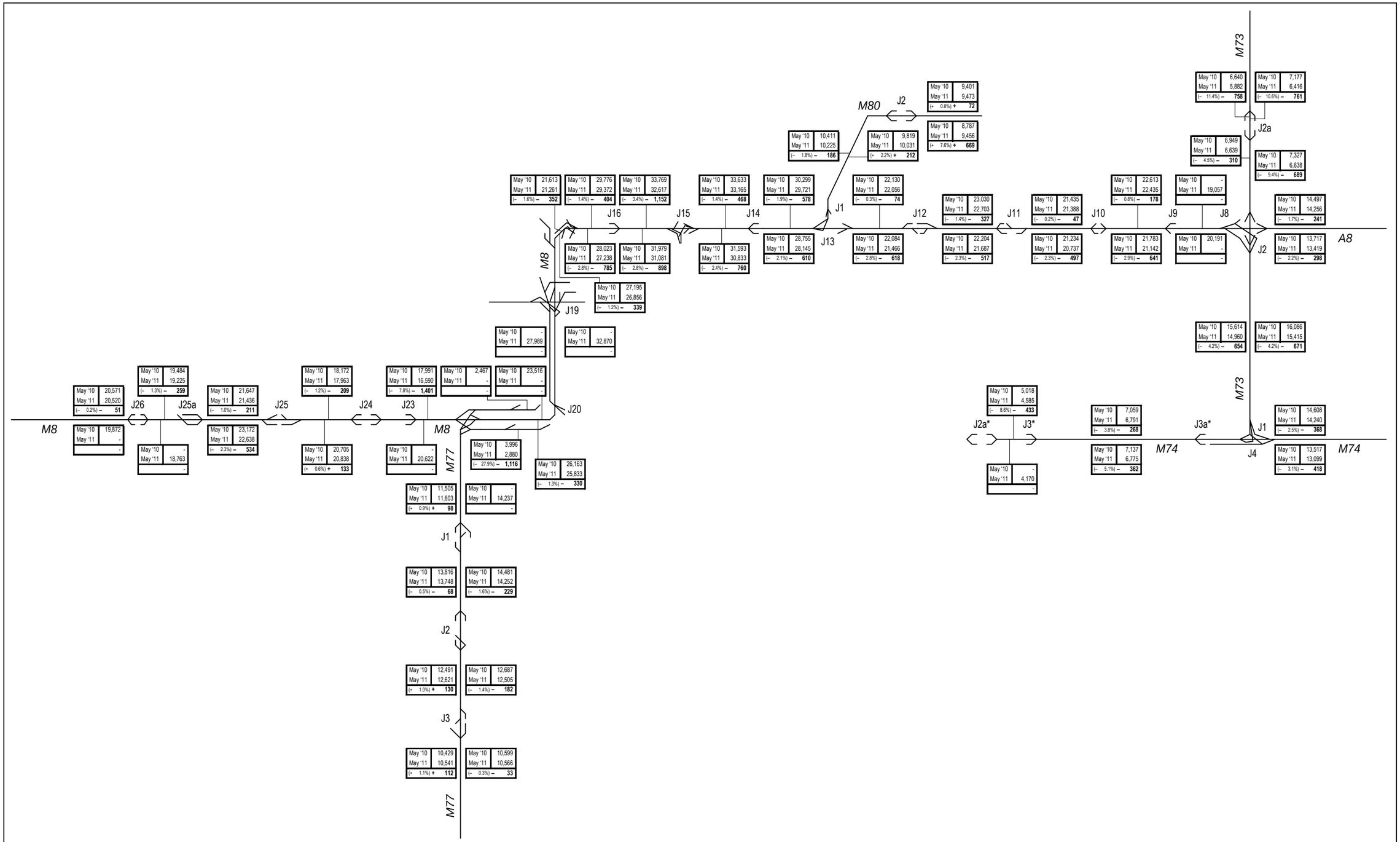
N.B. A hyphen '-' is used where no summary data are available in this month/in a month required for a difference. See table footnotes for details of where a substitution has been made to replace a missing value.

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.

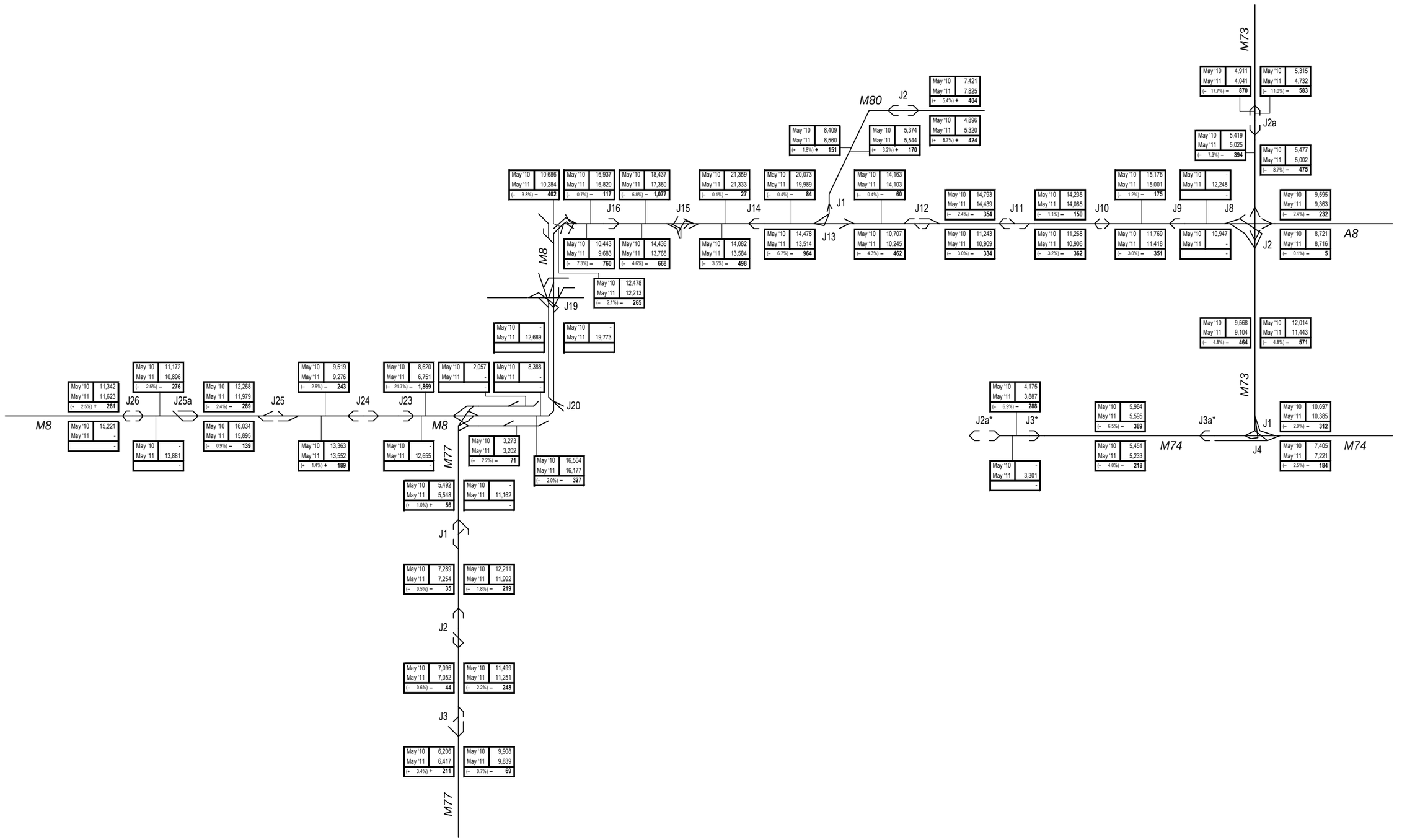
Figure B.2 : AM interval May 2010 versus May 2011 flows on strategic network



* 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.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 Traffic Flows & Average Speed Comparisons

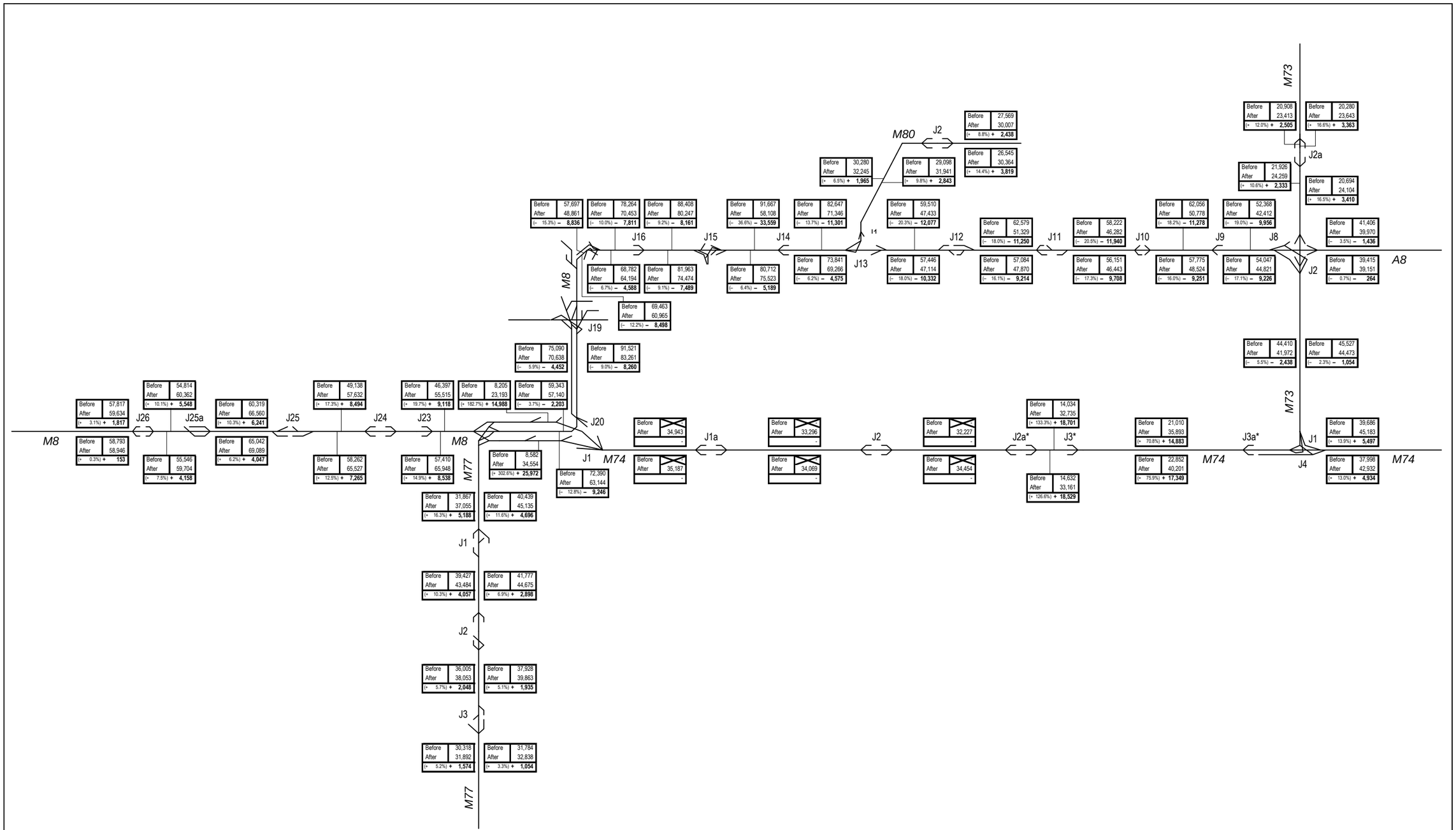
Figures B.5 – B.8 present schematics of the strategic network around Glasgow that show comparisons before and after opening flows. The comparisons in these figures are presented in tables in Appendix A, Tables A.13 – A.20.

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

- AM interval 07:00 – 10:00 (Figure B6)
- Inter-peak interval 10:00 – 16:00 (Figure B.7)
- PM interval 16:00 – 19:00 (Figure B.8)

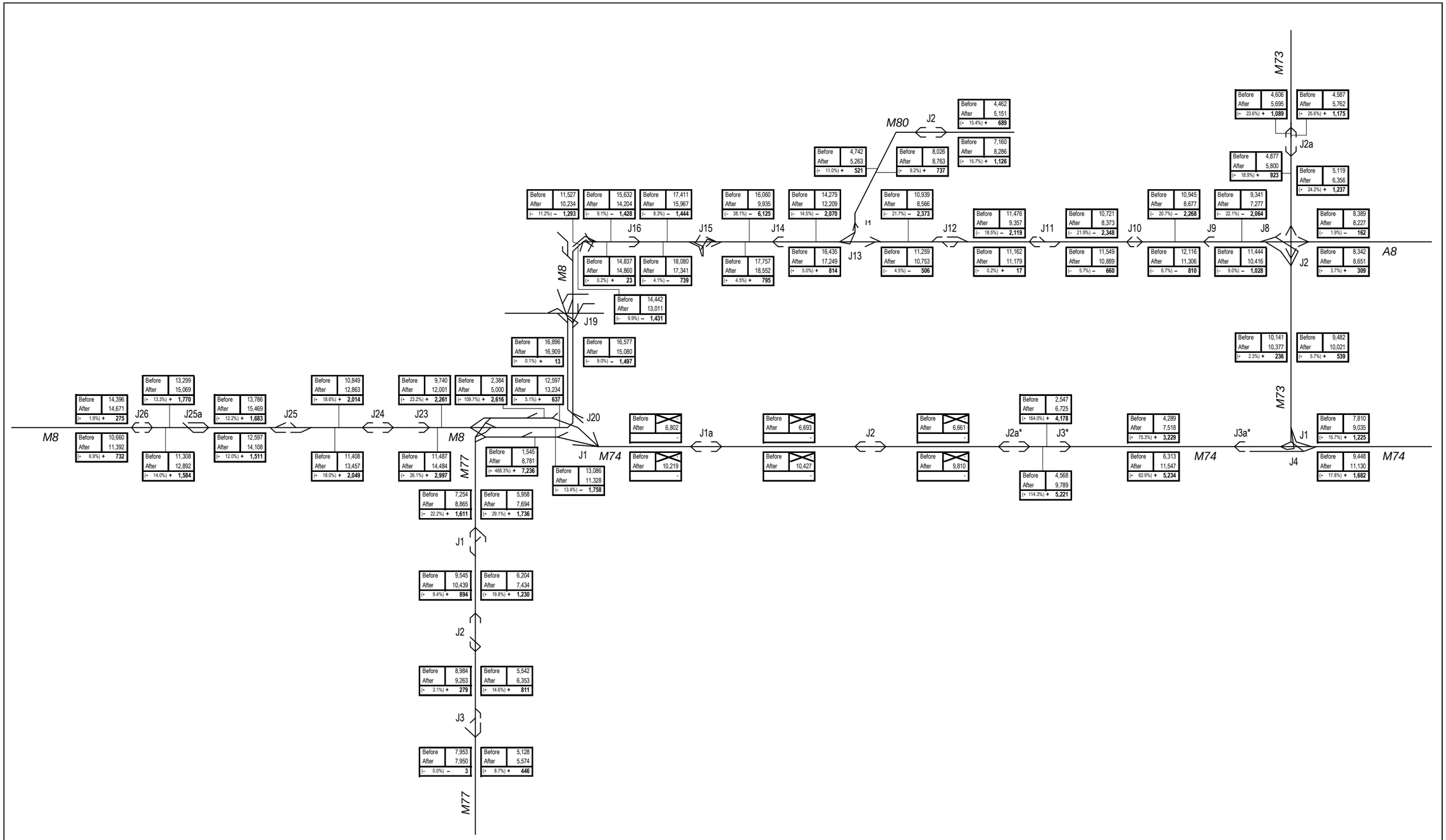
Figures B.9 – B.11 present bandwidths on schematics the road network that present observed flow changes between trunk road junctions/at surface street ATC sites, etc.

Figures B.12 to B18 present schematics of the average speeds along the strategic motorway network before and after the opening of the scheme. The comparisons in these figures are presented in tables in Appendix A, Tables A.41 to A.48.



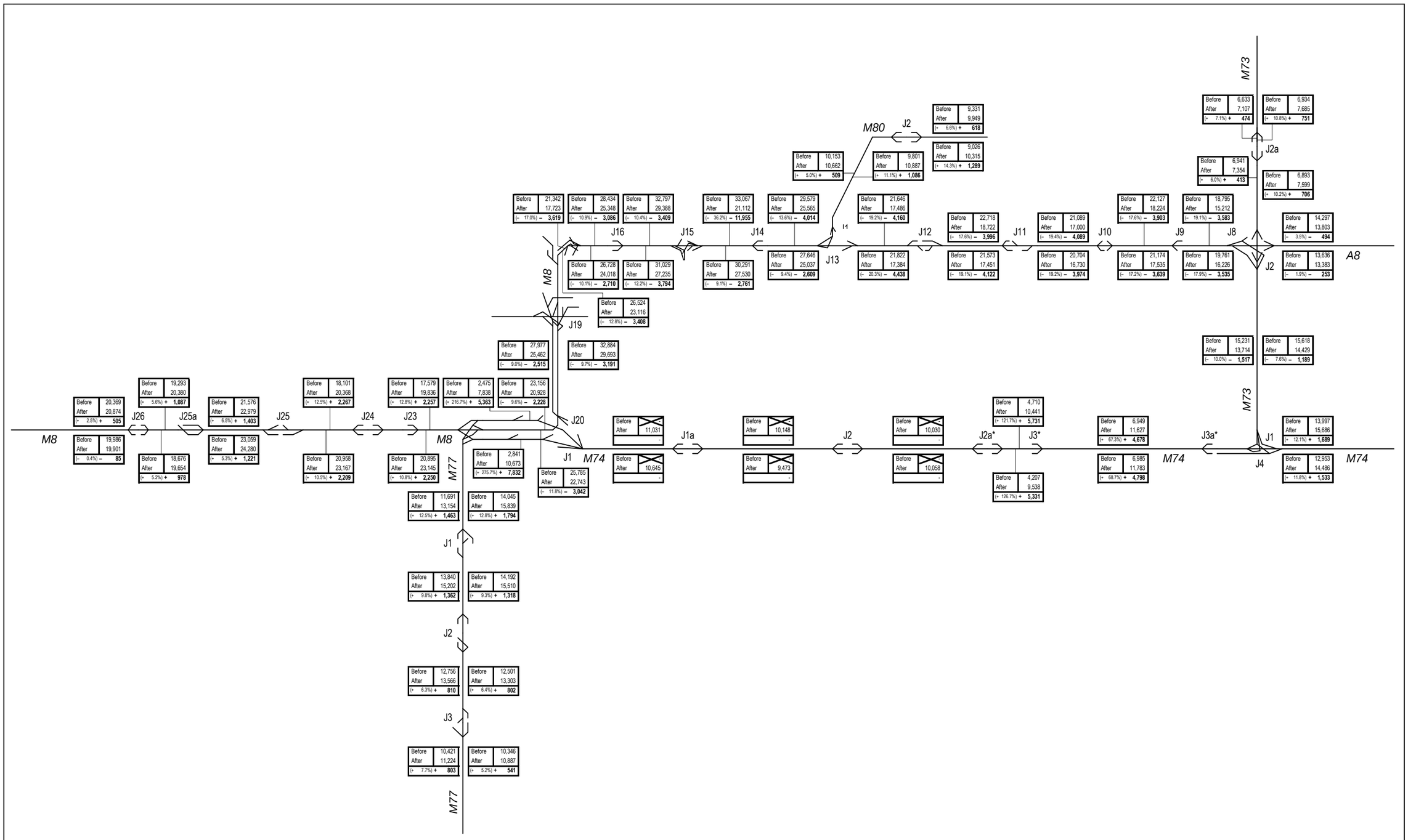
* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.

Figure B.5 : 24hr before and after flows on strategic network



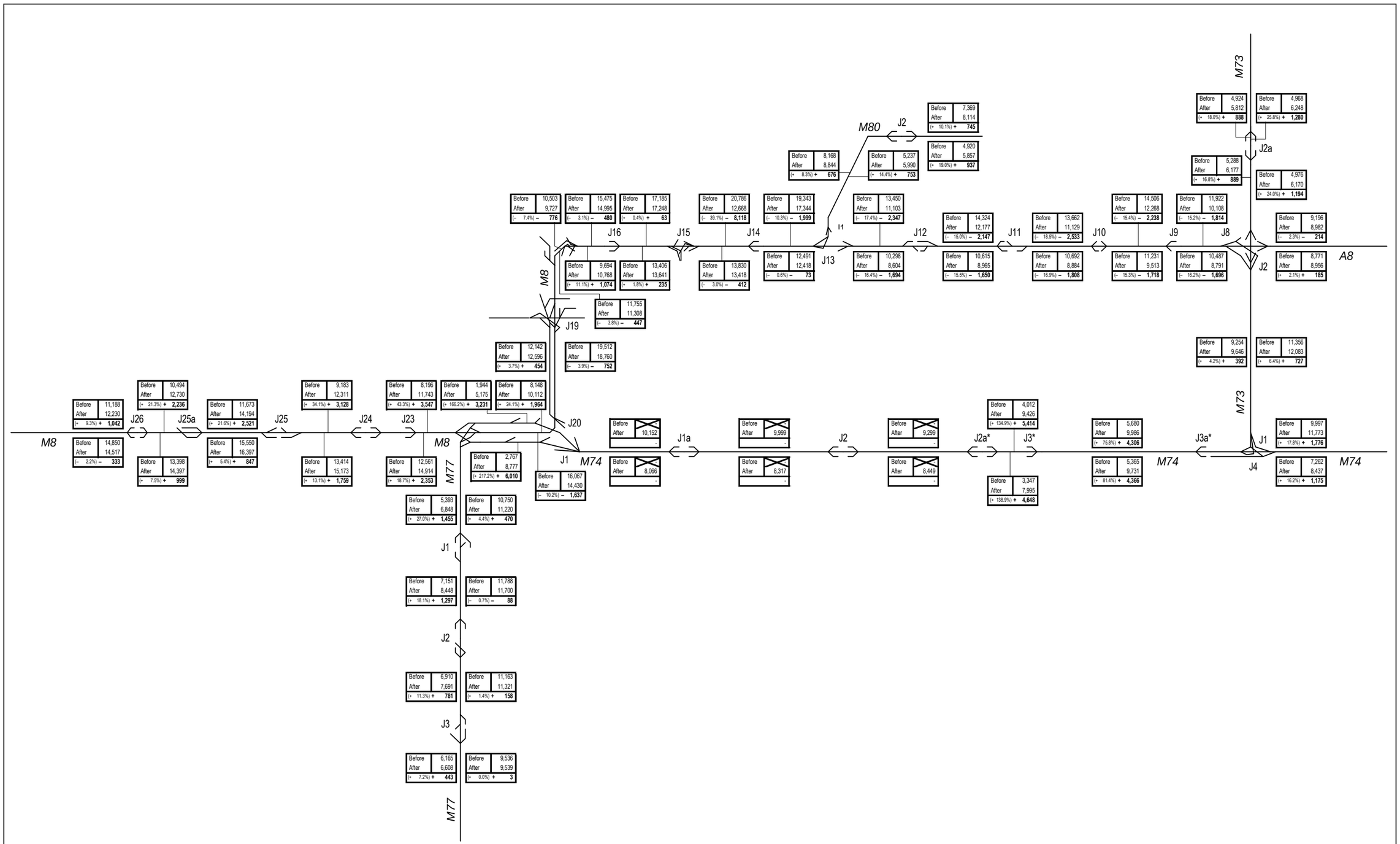
* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.

Figure B.6 : AM Interval (07:00-10:00) before and after flows on strategic network



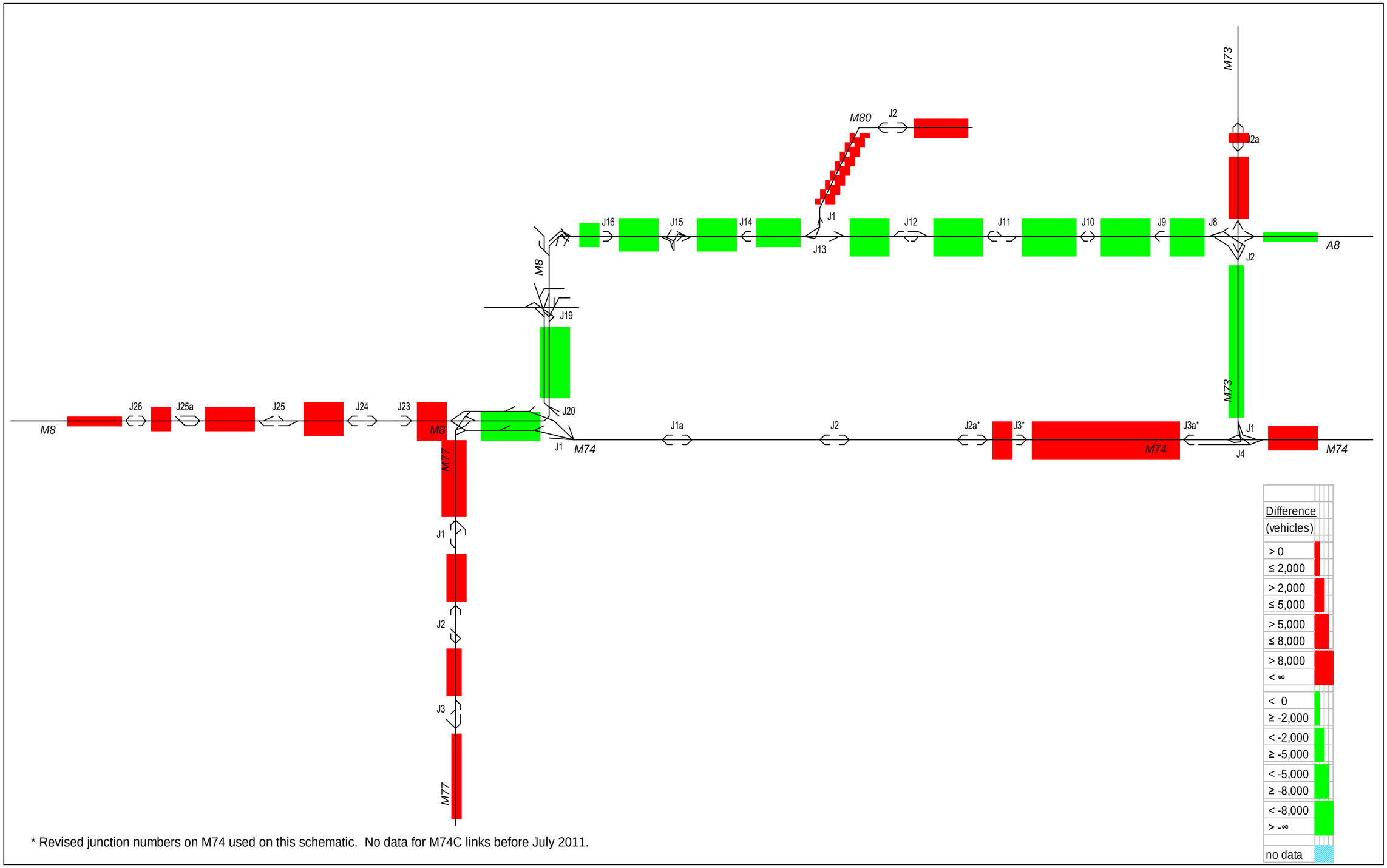
* Revised junction numbers on M74 used on this schematic. No data for M74C links before July 2011.

Figure B.7 : Inter-peak Interval (10:00-16:00) before and after flows on strategic network



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

Figure B.8 : PM Interval (16:00-19:00) before and after 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

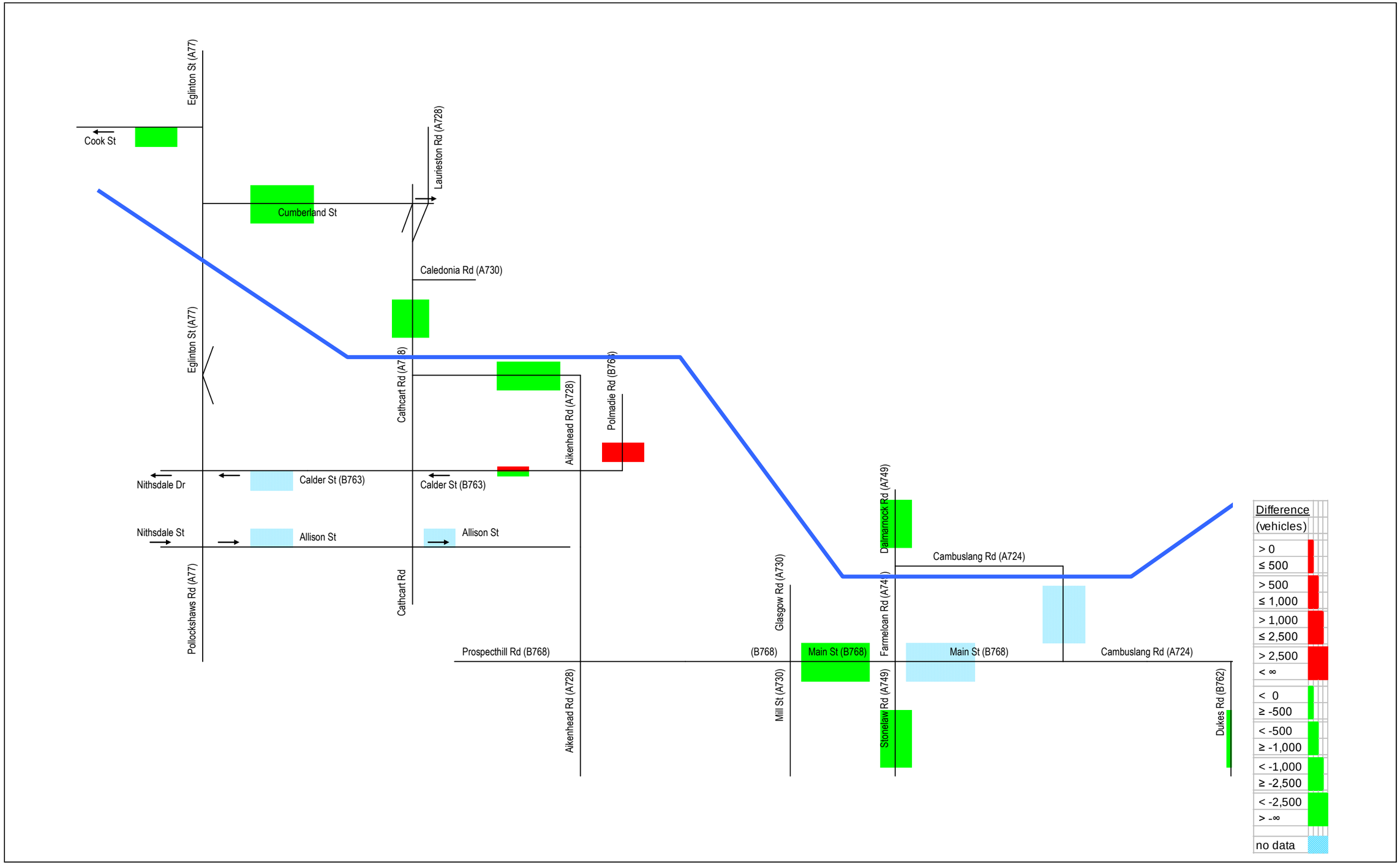


Figure B.10 : 24hr before versus after flow differences on the local road network

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

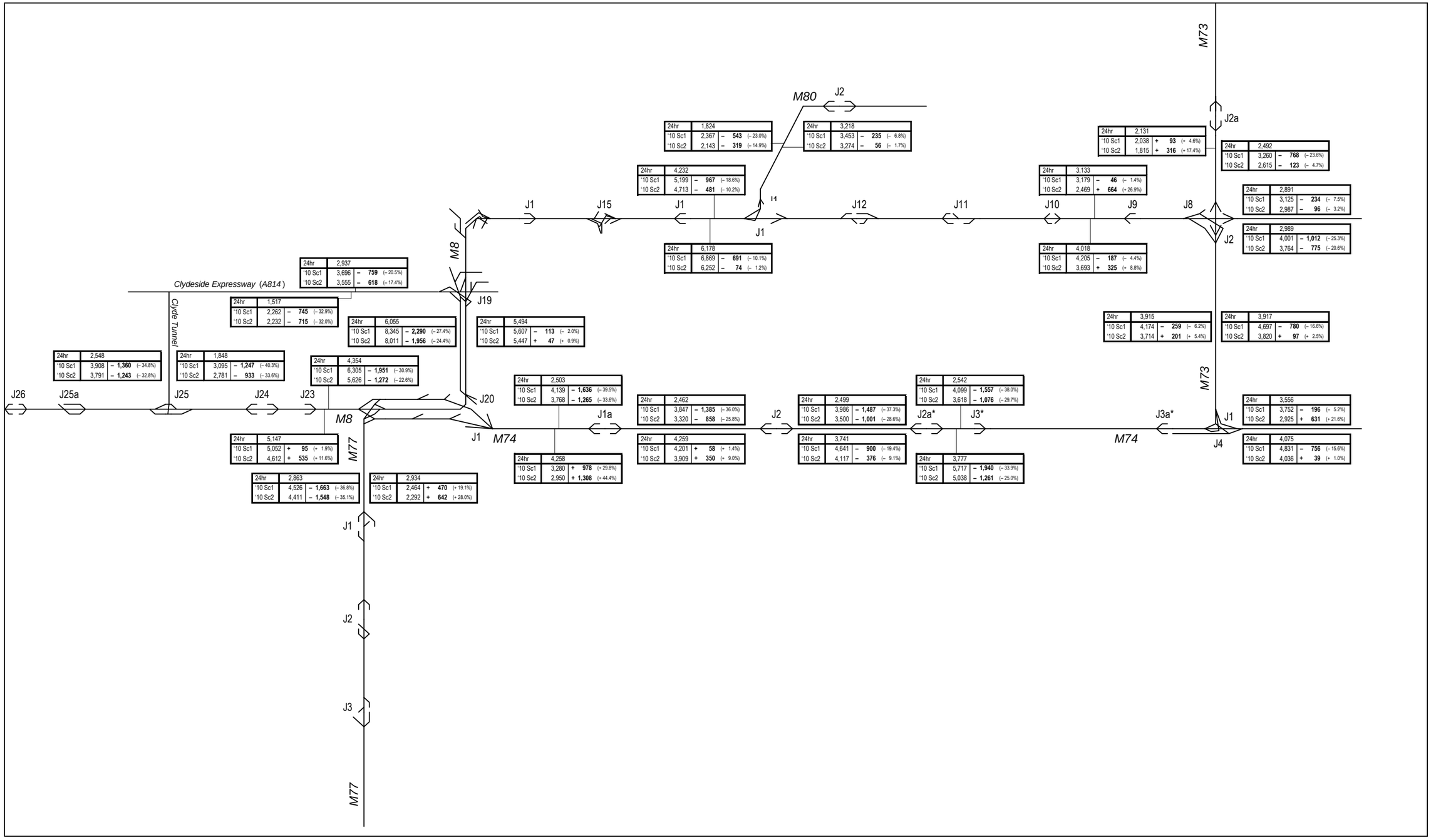
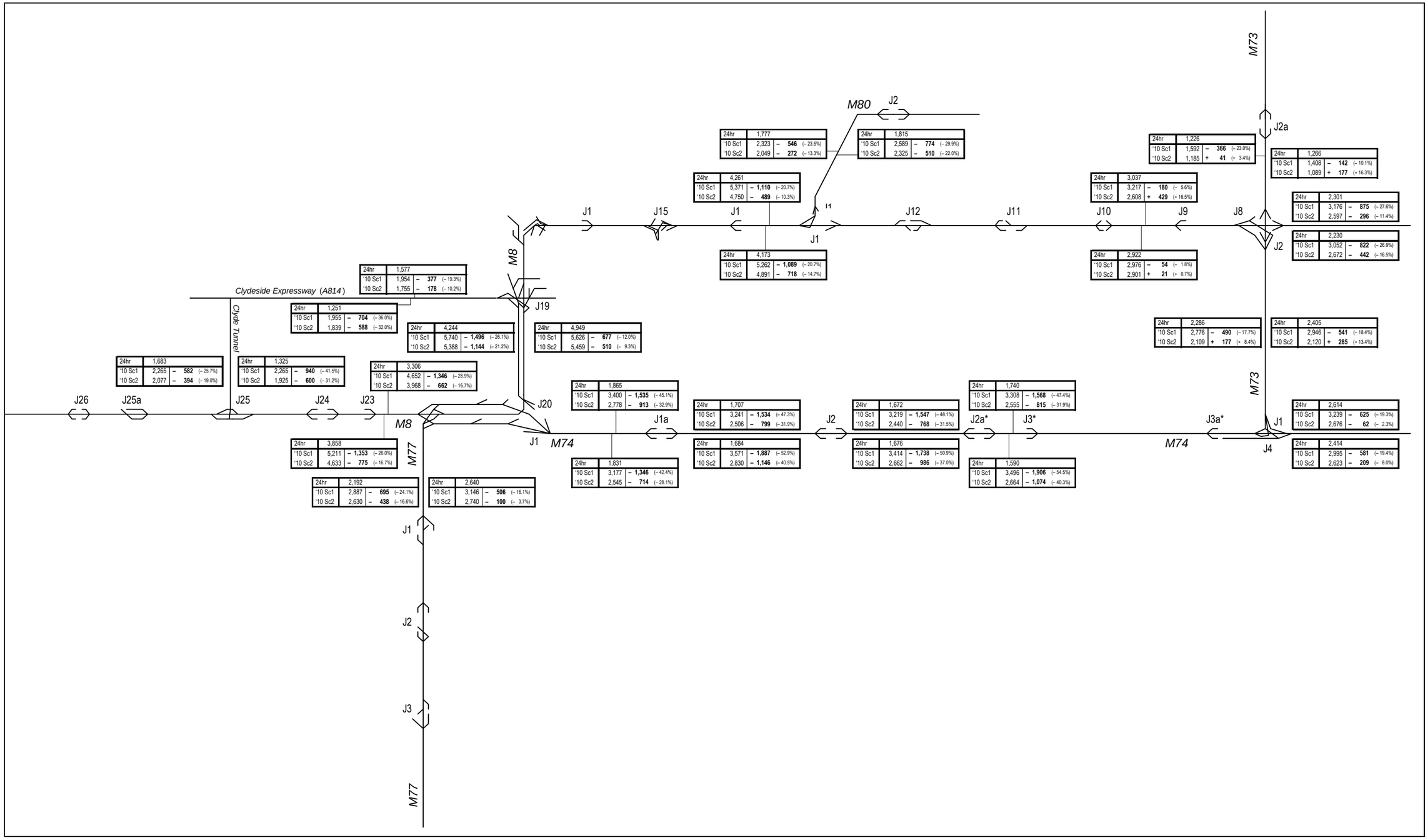


Figure B.12 : AM Peak Hour 08:00-09:00 Forecast Flows vs. Observed Flows Scenario 1 & 2



24hr	1,777		
'10 Sc1	2,323	– 546	(– 23.5%)
'10 Sc2	2,049	– 272	(– 13.3%)

24hr	1,815		
'10 Sc1	2,589	– 774	(– 29.9%)
'10 Sc2	2,325	– 510	(– 22.0%)

24hr	1,226		
'10 Sc1	1,592	– 366	(– 23.0%)
'10 Sc2	1,185	+ 41	(+ 3.4%)

24hr	1,266		
'10 Sc1	1,408	– 142	(– 10.1%)
'10 Sc2	1,089	+ 177	(+ 16.3%)

24hr	4,261		
'10 Sc1	5,371	– 1,110	(– 20.7%)
'10 Sc2	4,750	– 489	(– 10.3%)

24hr	3,037		
'10 Sc1	3,217	– 180	(– 5.6%)
'10 Sc2	2,608	+ 429	(+ 16.5%)

24hr	2,301		
'10 Sc1	3,176	– 875	(– 27.6%)
'10 Sc2	2,597	– 296	(– 11.4%)

24hr	4,173		
'10 Sc1	5,262	– 1,089	(– 20.7%)
'10 Sc2	4,891	– 718	(– 14.7%)

24hr	2,922		
'10 Sc1	2,976	– 54	(– 1.8%)
'10 Sc2	2,901	+ 21	(+ 0.7%)

24hr	2,230		
'10 Sc1	3,052	– 822	(– 26.9%)
'10 Sc2	2,672	– 442	(– 16.5%)

24hr	1,577		
'10 Sc1	1,954	– 377	(– 19.3%)
'10 Sc2	1,755	– 178	(– 10.2%)

24hr	1,251		
'10 Sc1	1,955	– 704	(– 36.0%)
'10 Sc2	1,839	– 588	(– 32.0%)

24hr	4,244		
'10 Sc1	5,740	– 1,496	(– 26.1%)
'10 Sc2	5,388	– 1,144	(– 21.2%)

24hr	4,949		
'10 Sc1	5,626	– 677	(– 12.0%)
'10 Sc2	5,459	– 510	(– 9.3%)

24hr	2,286		
'10 Sc1	2,776	– 490	(– 17.7%)
'10 Sc2	2,109	+ 177	(+ 8.4%)

24hr	2,405		
'10 Sc1	2,946	– 541	(– 18.4%)
'10 Sc2	2,120	+ 285	(+ 13.4%)

24hr	1,683		
'10 Sc1	2,265	– 582	(– 25.7%)
'10 Sc2	2,077	– 394	(– 19.0%)

24hr	1,325		
'10 Sc1	2,265	– 940	(– 41.5%)
'10 Sc2	1,925	– 600	(– 31.2%)

24hr	3,306		
'10 Sc1	4,652	– 1,346	(– 28.9%)
'10 Sc2	3,968	– 662	(– 16.7%)

24hr	1,865		
'10 Sc1	3,400	– 1,535	(– 45.1%)
'10 Sc2	2,778	– 913	(– 32.9%)

24hr	1,707		
'10 Sc1	3,241	– 1,534	(– 47.3%)
'10 Sc2	2,506	– 799	(– 31.9%)

24hr	1,672		
'10 Sc1	3,219	– 1,547	(– 48.1%)
'10 Sc2	2,440	– 768	(– 31.5%)

24hr	1,740		
'10 Sc1	3,308	– 1,568	(– 47.4%)
'10 Sc2	2,555	– 815	(– 31.9%)

24hr	2,614		
'10 Sc1	3,239	– 625	(– 19.3%)
'10 Sc2	2,676	– 62	(– 2.3%)

24hr	3,858		
'10 Sc1	5,211	– 1,353	(– 26.0%)
'10 Sc2	4,633	– 775	(– 16.7%)

24hr	1,831		
'10 Sc1	3,177	– 1,346	(– 42.4%)
'10 Sc2	2,545	– 714	(– 28.1%)

24hr	1,684		
'10 Sc1	3,571	– 1,887	(– 52.9%)
'10 Sc2	2,830	– 1,146	(– 40.5%)

24hr	1,676		
'10 Sc1	3,414	– 1,738	(– 50.9%)
'10 Sc2	2,662	– 986	(– 37.0%)

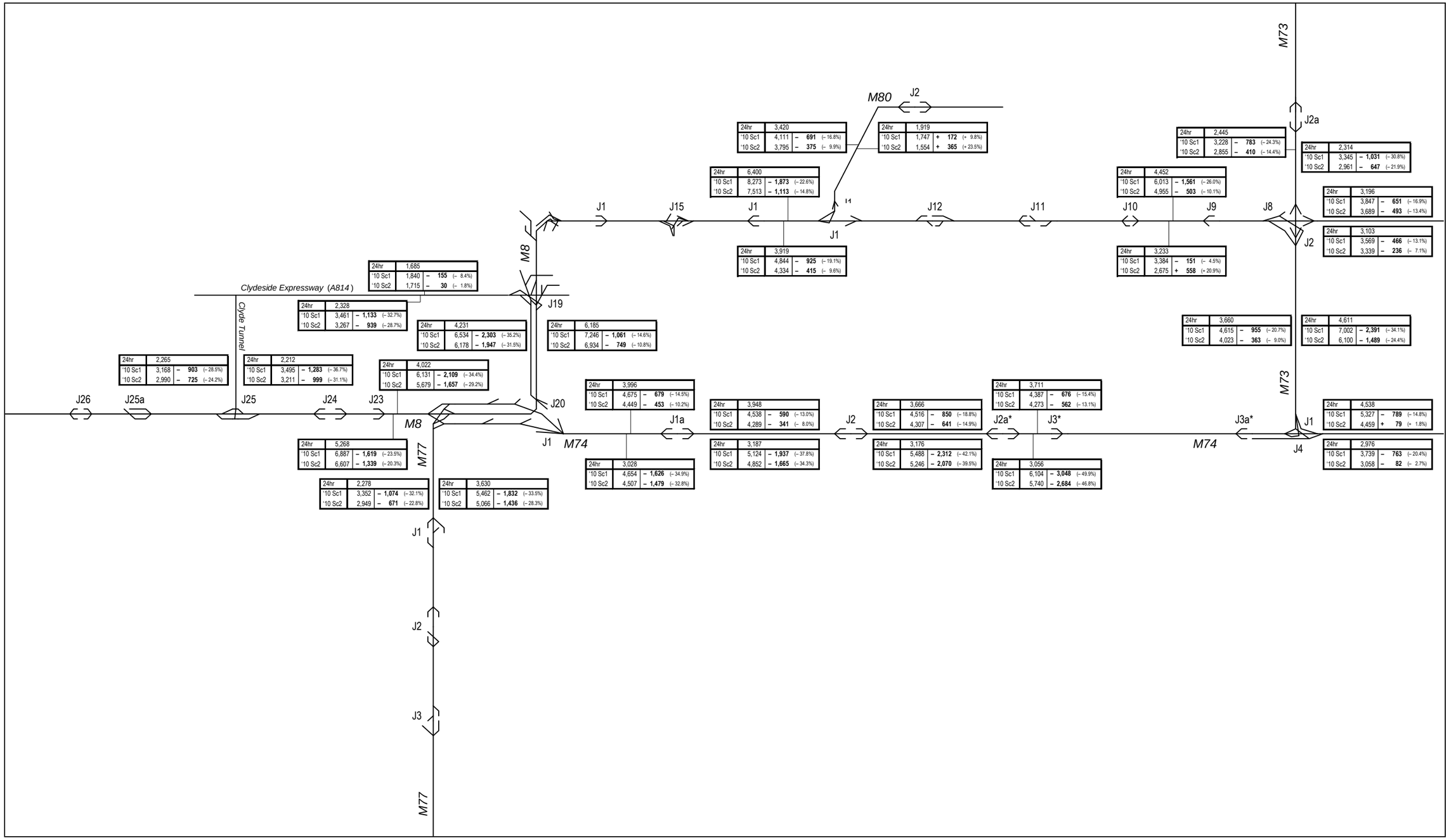
24hr	1,590		
'10 Sc1	3,496	– 1,906	(– 54.5%)
'10 Sc2	2,664	– 1,074	(– 40.3%)

24hr	2,414		
'10 Sc1	2,995	– 581	(– 19.4%)
'10 Sc2	2,623	– 209	(– 8.0%)

24hr	2,192		
'10 Sc1	2,887	– 695	(– 24.1%)
'10 Sc2	2,630	– 438	(– 16.6%)

24hr	2,640		
'10 Sc1	3,146	– 506	(– 16.1%)
'10 Sc2	2,740	– 100	(– 3.7%)

Figure B.13 : Inter-Peak Hour (1/6 * 10:00-16:00) Forecast Flows vs. Observed Flows Scenarios 1 & 2



24hr	3,420			
'10 Sc1	4,111	− 691	(− 16.8%)	
'10 Sc2	3,795	− 375	(− 9.9%)	

24hr	1,919			
'10 Sc1	1,747	+ 172	(+ 9.8%)	
'10 Sc2	1,554	+ 365	(+ 23.5%)	

24hr	6,400			
'10 Sc1	8,273	− 1,873	(− 22.6%)	
'10 Sc2	7,513	− 1,113	(− 14.8%)	

24hr	3,919			
'10 Sc1	4,844	− 925	(− 19.1%)	
'10 Sc2	4,334	− 415	(− 9.6%)	

24hr	2,445			
'10 Sc1	3,228	− 783	(− 24.3%)	
'10 Sc2	2,855	− 410	(− 14.4%)	

24hr	2,314			
'10 Sc1	3,345	− 1,031	(− 30.8%)	
'10 Sc2	2,961	− 647	(− 21.9%)	

24hr	4,452			
'10 Sc1	6,013	− 1,561	(− 26.0%)	
'10 Sc2	4,955	− 503	(− 10.1%)	

24hr	3,196			
'10 Sc1	3,847	− 651	(− 16.9%)	
'10 Sc2	3,689	− 493	(− 13.4%)	

24hr	3,103			
'10 Sc1	3,569	− 466	(− 13.1%)	
'10 Sc2	3,339	− 236	(− 7.1%)	

24hr	3,233			
'10 Sc1	3,384	− 151	(− 4.5%)	
'10 Sc2	2,675	+ 558	(+ 20.9%)	

24hr	1,685			
'10 Sc1	1,840	− 155	(− 8.4%)	
'10 Sc2	1,715	− 30	(− 1.8%)	

24hr	2,328			
'10 Sc1	3,461	− 1,133	(− 32.7%)	
'10 Sc2	3,267	− 939	(− 28.7%)	

24hr	4,231			
'10 Sc1	6,534	− 2,303	(− 35.2%)	
'10 Sc2	6,178	− 1,947	(− 31.5%)	

24hr	6,185			
'10 Sc1	7,246	− 1,061	(− 14.6%)	
'10 Sc2	6,934	− 749	(− 10.8%)	

24hr	3,660			
'10 Sc1	4,615	− 955	(− 20.7%)	
'10 Sc2	4,023	− 363	(− 9.0%)	

24hr	4,611			
'10 Sc1	7,002	− 2,391	(− 34.1%)	
'10 Sc2	6,100	− 1,489	(− 24.4%)	

24hr	2,265			
'10 Sc1	3,168	− 903	(− 28.5%)	
'10 Sc2	2,990	− 725	(− 24.2%)	

24hr	2,212			
'10 Sc1	3,495	− 1,283	(− 36.7%)	
'10 Sc2	3,211	− 999	(− 31.1%)	

24hr	4,022			
'10 Sc1	6,131	− 2,109	(− 34.4%)	
'10 Sc2	5,679	− 1,657	(− 29.2%)	

24hr	3,996			
'10 Sc1	4,675	− 679	(− 14.5%)	
'10 Sc2	4,449	− 453	(− 10.2%)	

24hr	3,948			
'10 Sc1	4,538	− 590	(− 13.0%)	
'10 Sc2	4,289	− 341	(− 8.0%)	

24hr	3,666			
'10 Sc1	4,516	− 850	(− 18.8%)	
'10 Sc2	4,307	− 641	(− 14.9%)	

24hr	3,711			
'10 Sc1	4,387	− 676	(− 15.4%)	
'10 Sc2	4,273	− 562	(− 13.1%)	

24hr	4,538			
'10 Sc1	5,327	− 789	(− 14.8%)	
'10 Sc2	4,459	+ 79	(+ 1.8%)	

24hr	3,028			
'10 Sc1	4,654	− 1,626	(− 34.9%)	
'10 Sc2	4,507	− 1,479	(− 32.8%)	

24hr	3,187			
'10 Sc1	5,124	− 1,937	(− 37.8%)	
'10 Sc2	4,852	− 1,665	(− 34.3%)	

24hr	3,176			
'10 Sc1	5,488	− 2,312	(− 42.1%)	
'10 Sc2	5,246	− 2,070	(− 39.5%)	

24hr	3,056			
'10 Sc1	6,104	− 3,048	(− 49.9%)	
'10 Sc2	5,740	− 2,684	(− 46.8%)	

24hr	2,976			
'10 Sc1	3,739	− 763	(− 20.4%)	
'10 Sc2	3,058	− 82	(− 2.7%)	

24hr	5,268			
'10 Sc1	6,887	− 1,619	(− 23.5%)	
'10 Sc2	6,607	− 1,339	(− 20.3%)	

24hr	2,278			
'10 Sc1	3,352	− 1,074	(− 32.1%)	
'10 Sc2	2,949	− 671	(− 22.8%)	

24hr	3,630			
'10 Sc1	5,462	− 1,832	(− 33.5%)	
'10 Sc2	5,066	− 1,436	(− 28.3%)	

Figure B.14 : PM Peak Hour 17:00-18:00 Forecast Flows vs. Observed Flows Scenario 1 & 2

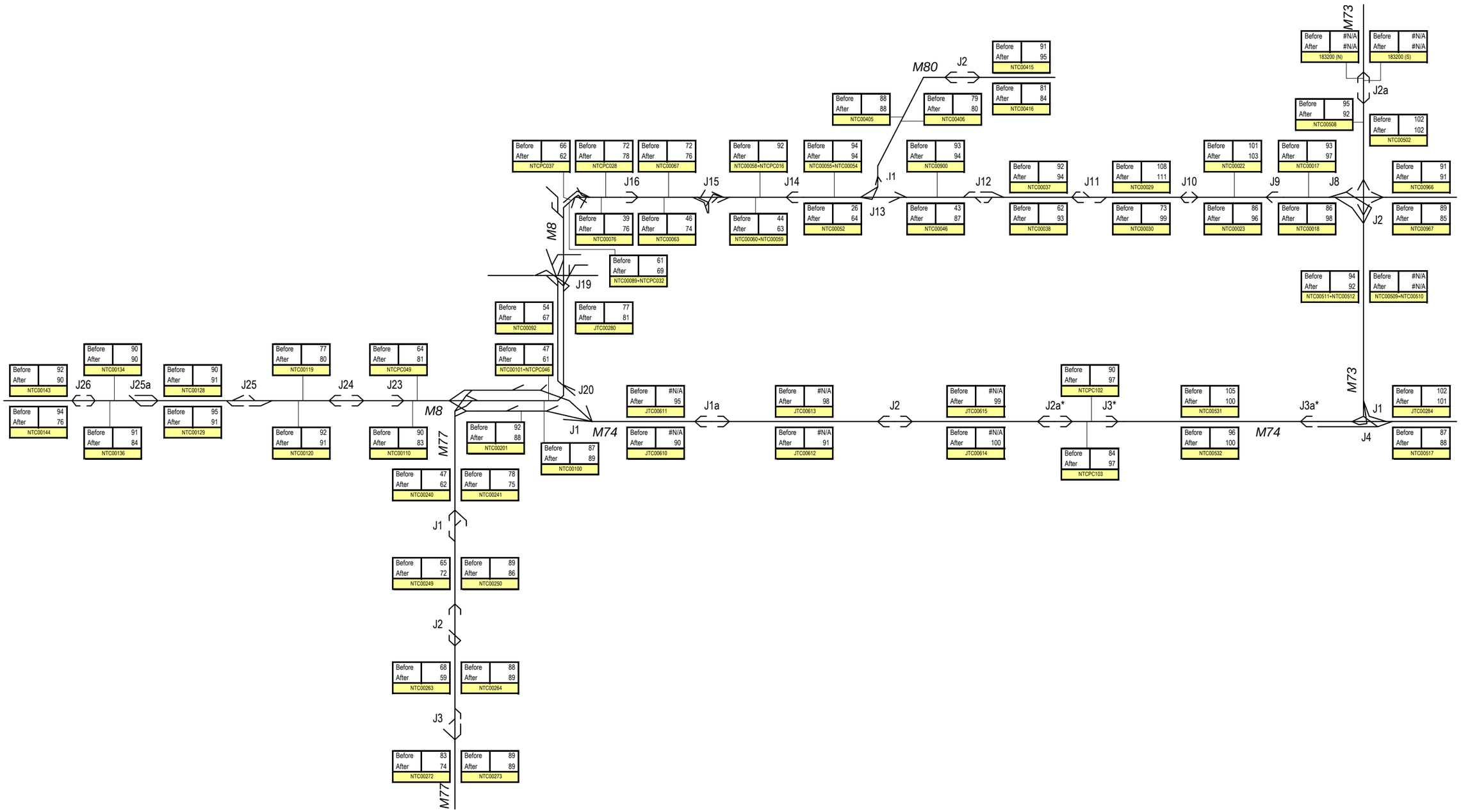


Figure B.15 : AM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012)

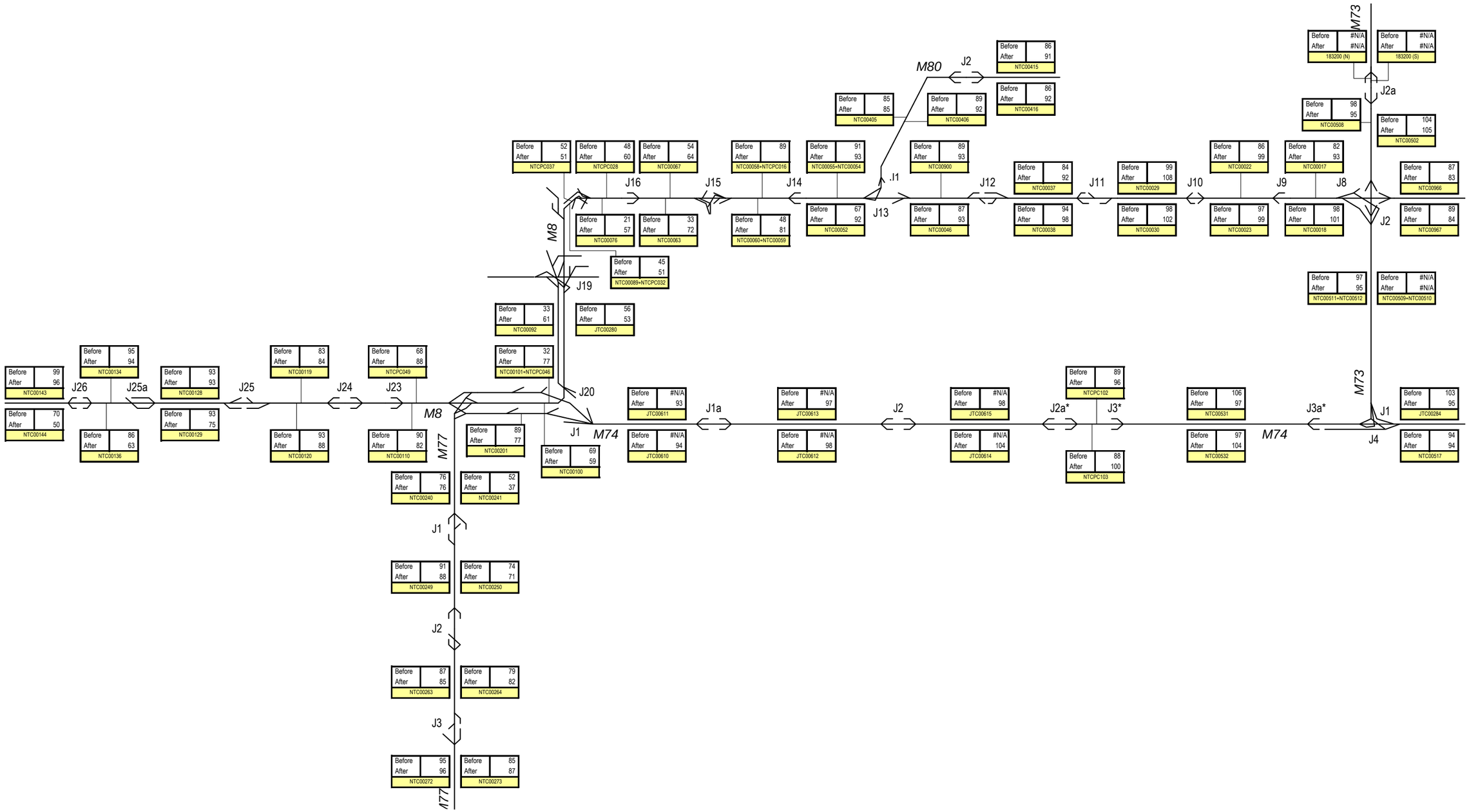
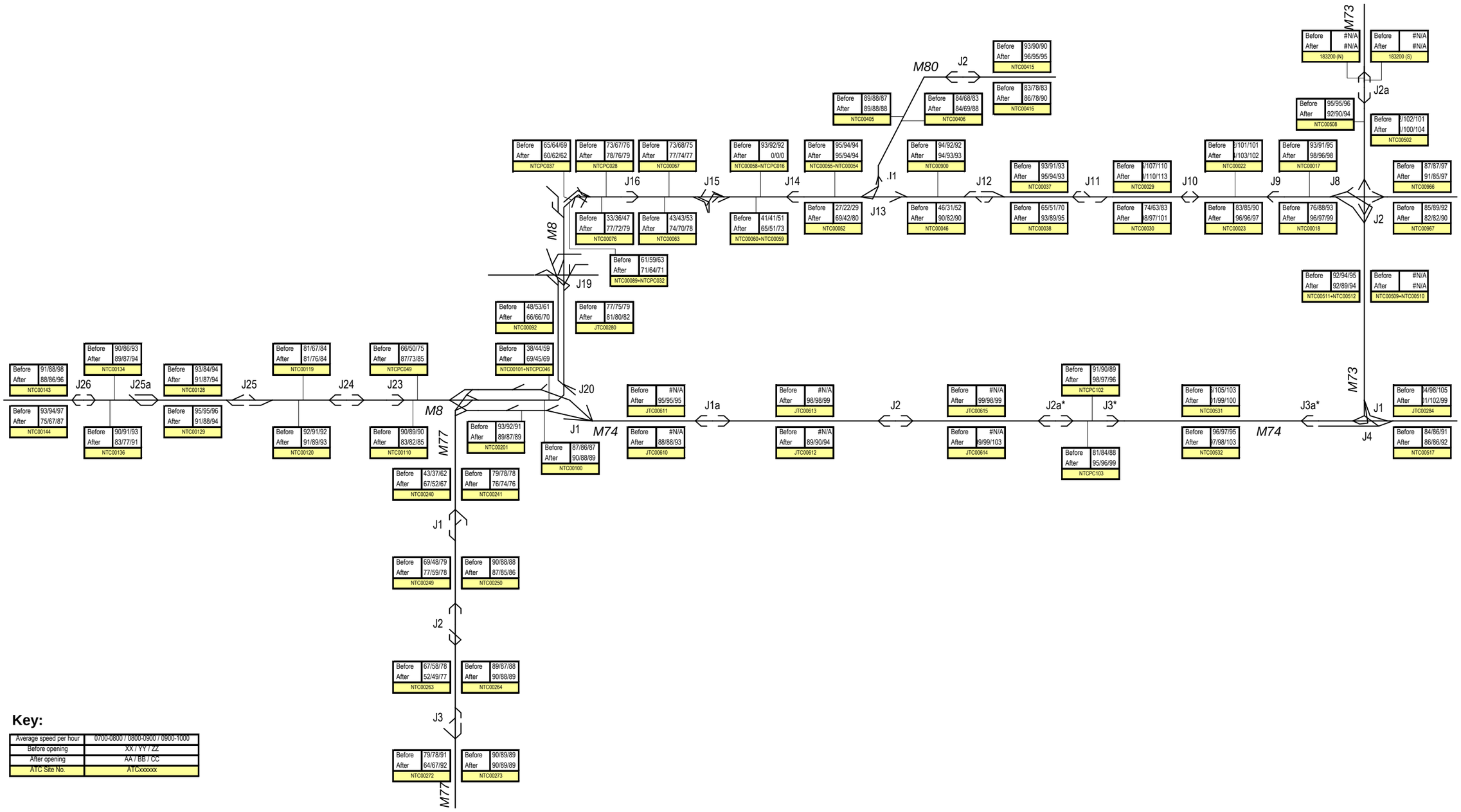


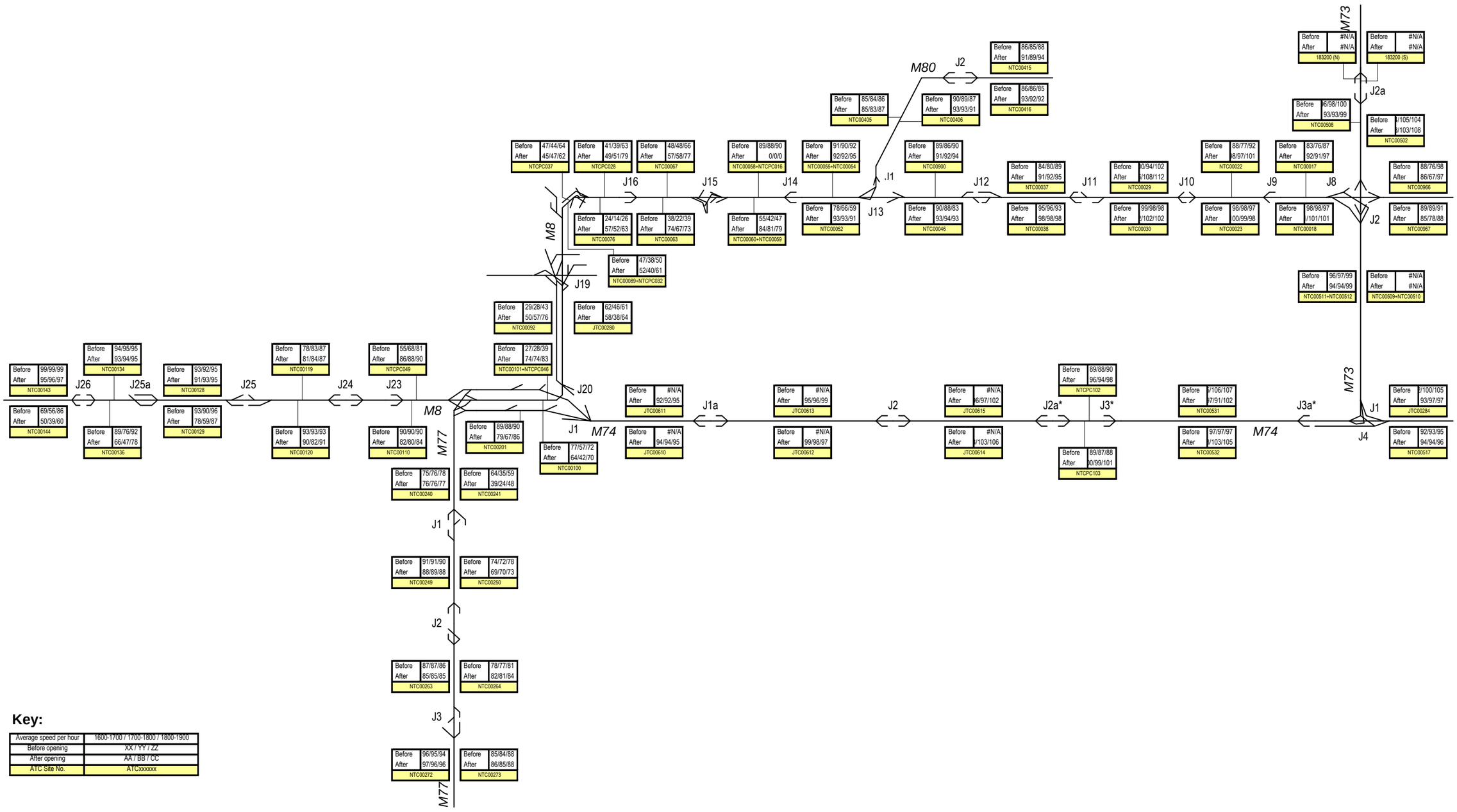
Figure B.16 : PM Peak Period Average Before & After Opening Speeds (Feb-May 2011 vs. Feb-May 2012)



Key:

Average speed per hour	0700-0800 / 0800-0900 / 0900-1000
Before opening	XX / YY / ZZ
After opening	AA / BB / CC
ATC Site No.	ATCxxxxxx

Figure B.17 : AM Peak Hours Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012)



Key:

Average speed per hour	1600-1700 / 1700-1800 / 1800-1900
Before opening	XX / YY / ZZ
After opening	AA / BB / CC
ATC Site No.	ATCxxxxxx

Figure B.18 : PM Peak Hours Average Before & After Opening Speeds in Each Hour (Feb-May 2011 vs. Feb-May 2012)

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 کیسیٹ پر اور بڑے حروف کی چھپائی میں اور کمیونٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتہ پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়গুলোর 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 cànain coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्यूनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗ਼ਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਆੱਡਿਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਉਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

يمكن أن تطلب النسخ الأخرى من هذا المستند كالتسجيل الصوتي والخط المكبر ونسخ بلغات أخرى، يرجى الإتصال على:

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