



**Detailed Route History  
M74 and A74(M) Motorways**

Contracts listed in order of completion

Contract Title	Main Designer	Main Contractor	Scheme Extents (Current Junction Nos.)	Construction Start Date	Official Opening Date	Scheme Cost	Notes
Larkhall-Hamilton-Uddingston Bypass (Stage 1)	Babtie, Shaw and Morton	Christiani and Nielsen Ltd. and Lehane, Mackenzie and Shand Ltd. Joint Venture	6 to 8*	5 <sup>th</sup> June 1964	2 <sup>nd</sup> December 1966	£8.5 million	<p>* Original terminus of M74 located south of J8 at Draffan Road</p> <ol style="list-style-type: none"> <li>Entirety of Junction 6 complex completed as part of Stage 1 contract.</li> <li>Feasibility and traffic studies undertaken from 1960.</li> <li>Concrete carriageway originally in place between J6 and J7 as part of trial. First in Scotland. Removed by 2001.</li> <li>Central reserve barrier system installed early 1970s.</li> <li>Road opened by Secretary of State for Scotland, Willie Ross, in use from 14:00.</li> <li>Junction numbers reversed in the 1980s following the southern extension of the motorway.</li> </ol>
Larkhall-Hamilton-Uddingston Bypass (Stage 2)	Babtie, Shaw and Morton	Tarmac Civil Engineering Ltd.	4 to 6	September 1965	14 <sup>th</sup> May 1968* 2 <sup>nd</sup> August 1968**	£7.5 million	<p>* Junctions 5 to 6 – open from 11:00 (no formal ceremony) ** Junctions 4 to 5 – open from 14:00</p> <ol style="list-style-type: none"> <li>Infrastructure for Hamilton and Bothwell Service areas completed in 1969 by Scottish Development Department. License awarded to Highway Restaurants Ltd. (Blue Star and Trust Houses) who withdrew in 1969. A license was subsequently awarded to Roadchef who designed their own facilities. Both services opened in June 1975. Hamilton was expanded 1978, Bothwell in the mid-1980s. Hotel at Hamilton opened 4<sup>th</sup> July 1989.</li> <li>Feasibility and traffic studies undertaken from 1960.</li> <li>Original overhead sign gantries approaching J4 and J6 constructed in 1972. Concrete sign gantries constructed between J4 and J5 in 1995.</li> <li>Junction numbers reversed in the 1980s following the southern extension of the motorway.</li> <li>Main carriageway between J4 and J6 lit in the early 1990s. Subsequently removed between junctions in 2017.</li> <li>Raith Bridge over the River Clyde extensively refurbished in the early to mid-2000s.</li> <li>J4 to J5 widened to four lanes in each direction in 2017. J5 to J6 southbound also widened. New sign gantries constructed between J4 and J6 as part of same project.</li> </ol>

Draffan to Wellburn	Strathclyde Regional Council	A. Monk & Co. Ltd.	8* to 10	20 <sup>th</sup> October 1984	27 <sup>th</sup> October 1986	£7.59 million	<p>* Northern extent of scheme at M74 terminus at Draffan Road, south of J8.</p> <ol style="list-style-type: none"> <li>1. Also known as M74 Extension (Stage 2).</li> <li>2. Feasibility study undertaken 1973.</li> <li>3. Preferred route revealed in early 1978.</li> <li>4. Public Inquiry held December 1981; report published September 1982.</li> <li>5. Included partial online upgrade of A74 Blackwood Bypass, completed 1963 (Design by Babbie, Construction by James Anderson &amp; King).</li> </ol>
Wellburn to Poniel	Strathclyde Regional Council	Norwest Holst Scotland Ltd.	10 to 11	30 <sup>th</sup> January 1984	27 <sup>th</sup> October 1986	£18.92 million	<ol style="list-style-type: none"> <li>1. Also known as M74 Extension (Stage 1).</li> <li>2. Feasibility study undertaken 1973.</li> <li>3. Preferred route revealed in early 1978.</li> <li>4. Public Inquiry held December 1981; report published September 1982.</li> <li>5. Main carriageway constructed with continuously reinforced concrete carriageway. Removed circa 2010.</li> </ol>
Poniel to Millbank	Strathclyde Regional Council	Whatlings (Civil Engineering) Ltd*	11 to 12	15 <sup>th</sup> July 1985	November 1987	£7.55 million	<p>* Became Alfred McAlpine during construction</p> <ol style="list-style-type: none"> <li>1. Also known as M74 Extension (Stage 3).</li> <li>2. Feasibility study undertaken 1973.</li> <li>3. Feasibility study undertaken 1973.</li> <li>4. Preferred route revealed in early 1978.</li> <li>5. Public Inquiry held December 1981; report published September 1982.</li> </ol>
Millbank to Nether Abington	Kirkpatrick & Partners*	Balfour Beatty Ltd.	12 to 13	April 1990	29 <sup>th</sup> November 1991	£35 million	<p>* Became Carl Bro Group</p> <ol style="list-style-type: none"> <li>1. Contract length of 7 miles</li> <li>2. Daer Reservoir watermain diverted in advanced. Designed by Strathclyde Regional Council.</li> <li>3. Abington service area completed 1992. Operated by Welcome Break.</li> <li>4. Design work began November 1989.</li> <li>5. RPS Cairns as Environmental Consultants.</li> </ol>
Elvanfoot to Paddy's Rickle	W.A Fairhurst & Partners	Nuttall and Levack Joint Venture	14 to 15	June 1990	21 <sup>st</sup> August 1992	£20 million	<ol style="list-style-type: none"> <li>1. Contract length of 3 miles.</li> <li>2. Contract extents – A702 (J14) to B7076 WCML crossing.</li> <li>3. 700m of River Clyde diverted.</li> <li>4. Design work began October 1987.</li> <li>5. RPS Cairns as Environmental Consultants.</li> </ol>

Kirkpatrick Fleming to Gretna	Babtie, Shaw and Morton	Shanks & McEwan Ltd.	21 to 22	November 1990	19th December 1992	£40 million	<ol style="list-style-type: none"> <li>1. Contract length of 5 miles.</li> <li>2. Contract extents – J21 to Guardsmill, now M6 (J45).</li> <li>3. J22 marks southern extent of A74(M).</li> <li>4. Gretna service area completed 1992 (replacement of existing A74 facilities. Operated by Welcome Break.</li> <li>5. Design work began March 1989.</li> <li>6. Ash Partnership as Environmental Consultants.</li> </ol>
Nether Abington to Elvanfoot*	Kirkpatrick & Partners*	Christiani and Morrison Construction Joint Venture	13 to 14	April 1992	3rd December 1993	£40 million	<p>* Became Carl Bro Group</p> <ol style="list-style-type: none"> <li>1. Contract length of 5 miles</li> <li>2. Daer Reservoir watermain diverted in advanced. Designed by Strathclyde Regional Council.</li> <li>3. J13 marks northern extent of A74(M)</li> <li>4. Design work began November 1989.</li> <li>5. RPS Cairns as Environmental Consultants.</li> </ol>
Maryville to Fullarton Road	Strathclyde Regional Council	Lilley Construction* Kier Construction	2a to 3a	16 <sup>th</sup> March 1992	April 1994**	£44 million <sup>#</sup>	<p>* Lilley Construction collapsed in January 1993. Works completed by Kier Construction from February 1993.</p> <p>** No official opening date. Road opened on a phased basis. Daldowie to Fullarton Road completed late April 1994. Daldowie to Maryville completed late May 1994. Carmyle Avenue (J3) opened late May 1994.</p> <p><sup>#</sup> Total project cost including advance works. Road construction cost initially £16.5 million. Kier bid £9.7 million to complete works.</p> <ol style="list-style-type: none"> <li>1. Advanced works contract completed 1991/92 by RJ McLeod (Contractors) Ltd. Contract value £7.25 million.</li> <li>2. Main works originally scheduled for completion mid-August 1993.</li> </ol>
Dinwoodie Green to Muirhouse	Scott Wilson Kirkpatrick	Balfour Beatty Ltd.	16 to 17	February 1993	22nd September 1994	£15 million	<ol style="list-style-type: none"> <li>1. Main works completed in 66 weeks – the shortest of all A74 (M) schemes.</li> <li>2. Contract length of 3 miles.</li> <li>3. Contract extents – Dinwoodie Green Overbridge to Dryfe Water.</li> <li>4. Design work began March 1990.</li> <li>5. Ironside Farrar as Environmental Consultants.</li> </ol>
Muirhouse to Water of Milk	Scott Wilson Kirkpatrick	Miller Civil Engineering Ltd.	17 to 18	June 1992	22nd September 1994	£30 million	<ol style="list-style-type: none"> <li>1. Contract length of 3.5 miles</li> <li>2. Sections of new road at north and south end of project in use from December 1993.</li> <li>3. Contract extents – Dryfe Water to Water of Milk.</li> <li>4. Design work began March 1990.</li> <li>5. Ironside Farrar as Environmental Consultants.</li> </ol>

Water of Milk to Ecclefechan	Scott Wilson Kirkpatrick	Balfour Beatty Ltd.	18 to 19	January 1993	22nd September 1994	£25 million	<ol style="list-style-type: none"> <li>1. Contract length of 3 miles.</li> <li>2. Contract extents – Water of Milk to J19.</li> <li>3. Design work began March 1990.</li> <li>4. Ironside Farrar as Environmental Consultants.</li> </ol>
Ecclefechan	Babtie, Shaw and Morton	Miller Civil Engineering Ltd.	19	April 1993	22nd September 1994	£15 million	<ol style="list-style-type: none"> <li>1. Contract included construction of motorway junction (J19) and bridge over the West Coast Main Line.</li> <li>2. Design work began March 1990.</li> <li>3. Ash Partnership as Environmental Consultants.</li> </ol>
Cleuchbrae to Dinwoodie Green	Scott Wilson Kirkpatrick	Barr Construction Ltd.	15 to 16	May 1993	11th December 1994	£20 million	<ol style="list-style-type: none"> <li>1. Annandale Water service area completed March 1995 with official opening on 5th April. Original operated by Blue Boar who also funded construction of J16. Sold to Roadchef in 1998.</li> <li>2. Contract length of 3 miles.</li> <li>3. Contract extents – J16 to Dinwoodie Green Overbridge.</li> <li>4. Design work began March 1990.</li> <li>5. Holford Associates as Environmental Consultants.</li> </ol>
Ecclefechan to Eaglesfield	Babtie, Shaw and Morton* Car Bro Group	Morrison Construction Ltd.	19 to 20	September 1994	24th November 1995	£15 million	<p>* Outline design for Scottish Office only</p> <ol style="list-style-type: none"> <li>1. Contract length of 2.5 miles.</li> <li>2. Design and Build contract.</li> <li>3. Design work began March 1990.</li> <li>4. Ash Partnership as Environmental Consultants.</li> </ol>
Eaglesfield to Kirkpatrick Fleming	Babtie, Shaw and Morton	Castelli-Girola UK Ltd.* Morrison Construction Ltd.	20 to 21	March 1993	24th November 1995	£30 million	<p>* Contractor replaced during works due to poor performance. Works completed by Morrison.</p> <ol style="list-style-type: none"> <li>1. Works completed one year behind original programme date.</li> <li>2. First use of the vehicle actuated speed control sign on the Scottish motorway system.</li> <li>3. Design work began March 1990.</li> <li>4. Ash Partnership as Environmental Consultants.</li> </ol>
Paddy's Rickle to Beattock	W.A Fairhurst & Partners# Gibb Ltd.	Autolink Plc*	14 to 15	29 <sup>th</sup> July 1997	30th April 1999	£70 million (1994 estimate) £193 million <sup>+</sup>	<p># Outline design for Scottish Office only</p> <p>* Concession company initially made up of Amey, Sir Robert McAlpine, Taylor Woodrow, Barr and Innisfree</p> <p>+ Autolink bid to complete remaining section of A74(M) as noted in October 1999 Scottish Parliament report. Includes 30 years of maintenance costs for J12 to 22.</p> <ol style="list-style-type: none"> <li>1. Contract length of 11 miles.</li> <li>2. Contract extents – B7076 WCML crossing to J15.</li> <li>3. Engineer for Scottish Office was Scott Wilson Kirkpatrick.</li> <li>4. Design work began October 1987.</li> <li>5. RPS Cairns as Environmental Consultants.</li> </ol>

Beattock to Cleuchbrae	Scott Wilson Kirkpatrick# Babtie Group Ltd.	Autolink Plc*	15 to 16	29 <sup>th</sup> July 1997	30 <sup>th</sup> April 1999	£40 million (1994 estimate) £193 million <sup>+</sup>	<p># Outline design for Scottish Office only. Engineer for works.</p> <p>* Concession company initially made up of Amey, Sir Robert McAlpine, Taylor Woodrow, Barr and Innisfree</p> <p>+ Autolink bid to complete remaining section of A74(M) as noted in October 1999 Scottish Parliament report. Includes 30 years of maintenance costs for J12 to 22.</p> <ol style="list-style-type: none"> <li>1. Contract length of 7 miles.</li> <li>2. Contract extents – J15 to J16.</li> <li>3. Design work began March 1990.</li> <li>4. Holford Associates as Environmental Consultants.</li> </ol>
M74 Completion	Jacobs and Atkins Joint Venture	Interlink M74JV*	1 to 2a	28 <sup>th</sup> May 2008	28 <sup>th</sup> June 2011	£692 million <sup>#</sup>	<p>* Joint venture of Balfour Beatty, Morgan Est, Morrison Construction and Sir Robert McAlpine</p> <p># Total project cost. Road construction tender price of £444 million with £12 million allowance for unforeseen groundworks</p> <ol style="list-style-type: none"> <li>1. Scheme originally referred to as M74 Northern Extension.</li> <li>2. Approved by Strathclyde Regional Council in 1995, revised 2001.</li> <li>3. Environmental studies and design throughout 2002/03.</li> <li>4. Public Local Inquiry held December 2003.</li> <li>5. Construction approved March 2005, legal challenge lodged, withdrawn June 2006.</li> <li>6. Glasgow City Council acted as Scottish Executive's Engineer for the works.</li> <li>7. Glasgow City Council, South Lanarkshire Council and Renfrewshire Council each contributed £20 million towards the project cost.</li> </ol>