

# The M74 Completion

## Final Proposal

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2003



Makes complete sense.





## Makes complete sense.

A vital piece of the West of Scotland's motorway network is missing. As a result the M8 is congested for much of the time, forcing traffic to divert through densely populated communities and stifling the economy of the West of Scotland.

The missing piece is the M74 Completion Project.

Transport is a top priority for the Scottish Executive. Whoever we are, whatever we do, travel is an integral part of our lives. Improving transport will improve our quality of life.

The M74 Completion is a partnership project between the Scottish Executive and three councils, Glasgow City, South Lanarkshire and Renfrewshire. The Scottish Ministers are promoting this new trunk road.

This Leaflet sets out the Scottish Ministers' final proposal for the project.

### Objectives

The M74 Completion is being promoted in accordance with the Government's key transport criteria:

- Environment
- Safety
- Economy
- Integration
- Accessibility

The new road will:

- Complete strategic transport links for West of Scotland business currently handicapped by severe congestion on the M8.
- Advance national competitiveness by improving access to Glasgow Airport and other key strategic commercial and industrial facilities.
- Assist development of prime sites in areas of high unemployment throughout West Central Scotland.
- Open the way for regeneration of derelict land across the south and east of Glasgow and in Rutherglen and Cambuslang.
- Relieve traffic congestion on local roads across Glasgow and South Lanarkshire allowing priority to be allocated to public transport, cyclists and pedestrians.
- Improve road safety and reduce road accidents.



## Scheme Details

### The Missing Link

The new motorway will complete the missing link between the M74 at Fullarton Road and the M8 to the west of Kingston Bridge.

It will be 5 miles (8 km) long and will comprise dual 3 lane carriageways with hardshoulders and dual 2 lane motorway connections to the M8.

### Bridges

A total of 13 bridges will be required including major bridges at:

- Auchenshuggle (River Clyde Crossing)
- Eglinton Street to West Street Viaduct
- Rutherglen Station
- M8 to M74 (eastbound) Viaduct

The design of each bridge will take full account of aesthetic considerations in order to reflect their setting within the local environment.

### Junctions

There will be junctions at:

- Fullarton Road: The existing junction will be upgraded to a 4-way junction.
- Cambuslang Road: New 4-way junction.
- Polmadie Road: New 4-way junction.
- Kingston: New 2-way junction.



### Landscaping

Landscaping and mitigation measures will be integrated into the new road including:

- High-density tree planting to screen the road from surrounding properties.
- Low-noise surfacing.
- Suitable noise barriers.
- Appropriate landscaping and amenity lighting beneath bridges.



### Drainage

Drainage for the new road will meet the principles of Sustainable Urban Drainage Systems.

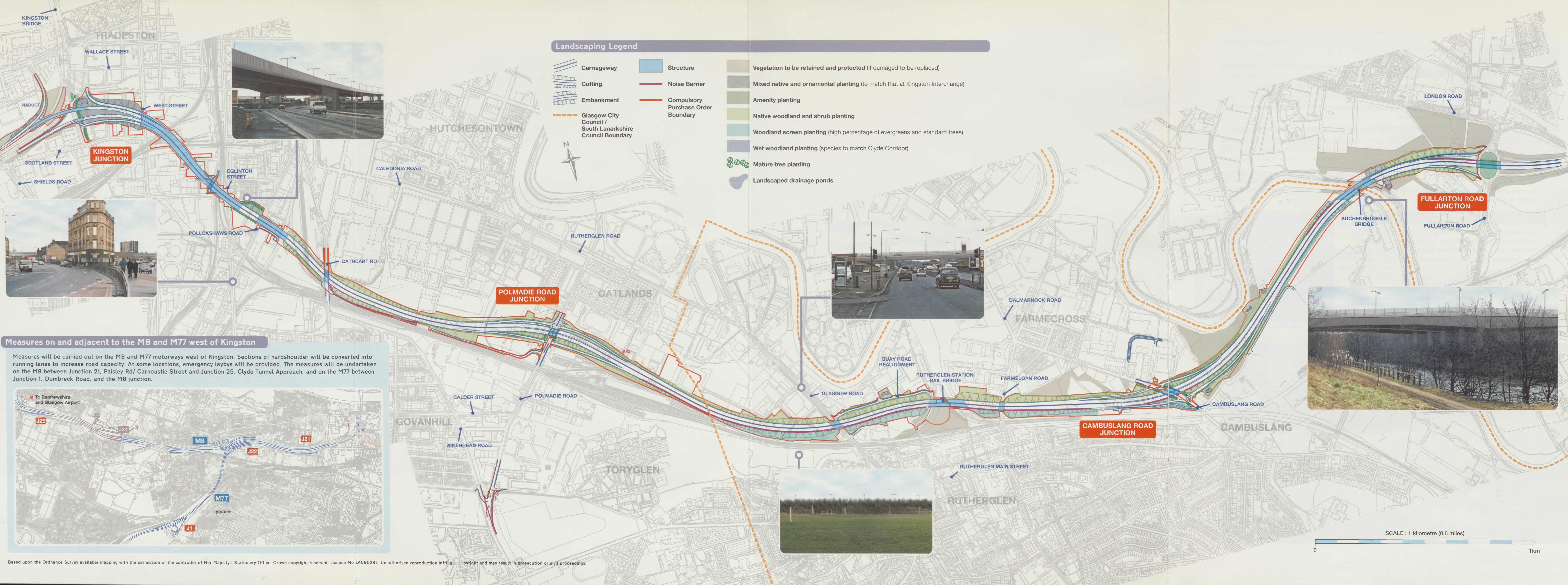
- Drainage discharge from the road will be filtered through landscaped drainage ponds.
- Potential pollutants from the road will be intercepted prior to discharge into watercourses.
- Drainage discharge from the road will not lead to any increase in flood risk in the area.

### Contaminated Land

Appropriate measures will be taken to safeguard the public, the environment and construction workers, and to comply with the relevant environmental legislation. Measures for dealing with contaminated land could include:

- Stabilisation of buried material
- Installation of underground barriers
- Dust minimisation/suppression measures
- Capping
- Filtration of groundwater







# Benefits

## Strategic Road Network

The M74 Completion will help to complete the strategic road network in West Central Scotland and is expected to produce immediate benefits by:

- Relieving congestion on the M8 through Glasgow, taking approximately 20,000 vehicles per day off the M8 between Baillieston and Charing Cross.
- Improving journey times across and through Glasgow, with 5 – 10 minutes being saved per journey in peak hours. Examples of likely journey time savings are:

Hamilton to Glasgow Airport	12 minutes
Glasgow Airport to EuroCentral (Mossend)	6 minutes
Kilmarnock to Cumbernauld	5 minutes

By enhancing the strategic road network, the M74 will generate substantial economic benefits gained from savings in personal and freight travel times.

## Local Road Network

By relieving congestion on the M8 and by providing an alternative route across the south of Glasgow and South Lanarkshire, the M74 will lead to reduced traffic on most local roads over a wide area. Examples of local traffic reductions on opening include:

Rutherglen Main Street	15%
Cathcart Road (north of Aikenhead Road)	12%
Calder Street	12%
Dalmarnock Road	10%
London Road (east of Parkhead Cross)	10%



Reduced traffic on Rutherglen Main Street post completion.



Traffic reduction on local roads will:

- Improve safety.
- Reduce air and noise pollution and improve the environment and amenity of local roads.
- Allow local councils to develop strategies to allocate a bigger share of road space to pedestrians, cyclists and public transport.
- Facilitate the introduction of traffic management and traffic calming schemes.
- Improve the operation of Quality Bus Corridors.

There will be increases in traffic on a limited number of local roads, primarily in the immediate vicinity of new junctions. Where this occurs, traffic calming and traffic management measures will be implemented, where appropriate, to mitigate any adverse impacts on adjacent roads.



## Road Safety

The M74 will have a positive impact on road safety over a very wide area. Improvements in road safety will be made by:

- Removing traffic from local roads.
- Transferring traffic onto the new high standard motorway.
- Reducing accidents by an estimated 525–700 in the 20 years after opening.

## Noise and Air Quality

The key impacts of the new road on noise and air quality are:

- Reduction in traffic noise on local roads, leading to improvements in the local environment.
- Reduction in air pollution across local roads due to a reduction in traffic congestion and slow moving vehicles.

Appropriate mitigation measures will be implemented to reduce noise.

## Business and Economic Development

The M74 will improve strategic transport links within the West of Scotland. These links, and easy access to Glasgow Airport, are essential for the freight transport and business travel upon which the West of Scotland depends for its prosperity. Complementary regeneration and development initiatives are being investigated by the Enterprise Network and local authorities, along with public transport and local road improvements within the corridor.





## Public Transport Measures

The design of the M74 Completion has taken into account proposals for future public transport measures. These include:

- The proposed Strathbungo Rail Link.
- Possible future provision of improved rail facilities and a station at West Street associated with the Glasgow Airport rail link.
- The expansion of the Shields Road underground station park & ride car park.

## Regeneration

The route of the M74 Completion passes through considerable areas of former industrial land. By improving access to these areas, the new road will:

- Facilitate regeneration.
- Encourage job creation.

The M74 Completion will also assist with the development of housing sites within the general M74 corridor. Plans are currently being developed for new housing areas in Oatlands, Dalmarnock, Cambuslang, Rutherglen and other neighbourhoods.

This integrated approach to development within the corridor of the M74 Completion in terms of housing, transport and employment, seeks to address the key themes of social inclusion, inner city population decline, brownfield and vacant site development and preservation of the greenbelt.



Artist's impression of the new Oatlands.



## The Statutory Process

The publication of this leaflet coincides with the start of the formal statutory process for the new road scheme, with the publication of the Road Orders in draft and Compulsory Purchase Order in draft.

Details of the statutory process and the rights of those persons affected by the scheme can be found in two specially prepared leaflets for the M74 Completion:

- The Statutory Process: Taking the M74 Completion Forward.
- A Guide to the Compulsory Purchase Process and Compensation.

An Environmental Impact Assessment has been undertaken. Its findings are given in the Environmental Statement. The Environmental Statement explains the impacts of the M74 Completion and recommends measures to mitigate any adverse impacts.

A Non Technical Summary of the Environmental Statement is available from the Scottish Executive.

## The Road Ahead

Any person has the right to object to or make representations on the proposals. Such objections or representations must be made in writing within set time limits, which will be clearly set out in explanatory material accompanying the Orders and Environmental Statement.

## Timescale for Completion After Publication of Orders in Draft

Up to Autumn 2004	Statutory Process. Consultation and conclusion on Orders and possible Public Local Inquiry (PLI).
Autumn 2004 to Autumn 2005	Implementation. Invite tenders, award contract and start construction.
2008	Road opens. Construction complete and M74 opens to traffic.

Further information on the scheme, together with this leaflet, the Non Technical Summary, all other leaflets and the virtual reality model can be found on the M74 website, [www.m74completion.com](http://www.m74completion.com)

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