

## **POLICY NOTE**

### **THE M8/M73/M74 MOTORWAYS (30MPH, 40MPH AND 50MPH SPEED LIMIT) REGULATIONS 2017**

**SSI 2017/286**

The above instrument was made in exercise of powers conferred by section 17(2), (3) and (3ZA) of the Road Traffic Regulation Act 1984. The instrument is subject to the negative procedure.

#### **Policy Objectives**

To implement speed limits of 30mph, 40mph and 50mph on sections of the M8/A8 Edinburgh – Greenock Trunk Road on both the eastbound and westbound carriageways between Junction 9 Easterhouse/ Springhill and Junction 6 Newhouse, the M73 Maryville – Mollinsburn Trunk Road on both the northbound and southbound carriageways between Junction 4 Maryville and Junction 3 Baillieston and the M74/A74(M) Glasgow – Carlisle Trunk Road on both the northbound and southbound carriageways between junction 3A Daldowie and Junction 5 Raith with effect from 27th October 2017.

#### **Background**

The M8, M73, M74 (Network Improvements) Special Road Scheme included the upgrade of the existing A8 corridor between Baillieston and Newhouse completing the M8 motorway between Glasgow and Edinburgh by providing a dual three-lane motorway and a strategic motorway link catering predominantly for east/west through traffic on the M8 motorway with connections via Baillieston Interchange to the M73 Motorway and a new M8 Shawhead Junction providing a link to the A725 Trunk Road.

Further works to improve other connecting roads tackled both existing and anticipated congestion problems by assisting traffic flow on the M8 west of Baillieston Interchange, on the M73 between Baillieston Interchange and Maryville Interchange, and on the M74 from west of Maryville to Hamilton Junction.

The speed limits on the M8, M73 and M74 were determined by the design standards and geometry. The Regulations reduce the speed limits from the national motorway speed limit of 70 mph which are in place by virtue of regulation 3 of the Motorways Traffic (Speed Limit) Regulations 1974.

#### **Consultation**

In accordance with section 134(8) of the Road Traffic Regulation Act 1984, the Scottish Government have consulted the following statutory bodies:-

Police Scotland

Glasgow City Council

North Lanarkshire Council

South Lanarkshire Council

A consultation exercise has successfully been undertaken with the relevant local authorities and Police Scotland. The consultation period ended on 18 August 2017.

### **Financial Effects**

There are no costs associated with this instrument as signs are already in place.

### **Impact**

The Regulations align with the overall operation of the M8, M73 and M74 and there will be no impact on businesses or road users. Therefore, no Business and Regulatory Impact Assessment (BRIA) was necessary.

Scottish Government  
Transport Scotland

27 October 2017