

J A Howison  
Chief Road Engineer  
Transport Scotland  
Victoria Quay  
Edinburgh  
EH6 6QQ

10 May 2006

Dear Sir

**ROADS (SCOTLAND) ACT 1984**

**The A8 Trunk Road (Baillieston to Newhouse) Order 200[ ]**

**The A89 Trunk Road (Baillieston to Newhouse) Order 200[ ]**

**The A725 Trunk Road (Baillieston to Newhouse) Order 200[ ]**

**The M8 Special Road (Baillieston to Newhouse) Appropriation Order 200[ ]**

**The M8 Special Road (Baillieston to Newhouse) Special Road (Variation) Scheme 200[ ]**

**The M8 Special Road (Baillieston to Newhouse) Special Road Scheme Environmental Statement**

**The M8 Special Road (Baillieston to Newhouse) Special Road Scheme (Side Roads) Order 200[ ]**

**ACQUISITION OF LAND (AUTHORISATION PROCEDURE) (SCOTLAND) ACT 1947**

**The M8 Special Road (Baillieston to Newhouse) (Extinguishment of Public Right of Way) Order 200[ ]**

We wish to object to the above orders on the following grounds:

**1. Cycle provision**

We fully support and endorse the views of our member organisation, Go Bike! Strathclyde Cycle Campaign, as regards provision of cycle facilities. We trust that the scheme will be amended to take account of the objections that they raise.

**2. Lack of road traffic demand management measures**

The project fails to incorporate any 'lock-in' measures to prevent the reappearance of congestion on this motorway.

The January 2003 Ministerial Decisions of the Central Scotland Transport Corridor Studies (CSTCS), of which TRANSform Scotland participated as member of the Steering Group, discussed the benefits of including ramp metering and/or high-occupancy

vehicle lanes, and favoured the incorporation of at least the former into the project.

We see no evidence that any such measures will be delivered as part of the proposals, and as such regard the failure to specify such measures as a major flaw in the proposals, and in contradiction of the CSTCS Ministerial Decisions.

### **3. Climate change emission impacts**

The supporting information provided regarding the project (e.g. on the m8completion website) is misleading in as much as it makes no reference to the climate change emission increases that would be expected to occur as the result of the large increase in road capacity that the project provides for.

Whilst in themselves of importance, we would contend that the 'environmental' issues referred to (landscaping and mitigation works) are in essence trivial compared to climate change.

In light of the Scottish Executive's stated commitments towards reducing climate change emissions (see, for example, Scottish Executive climate change strategy 'Changing our Ways: Scotland's Climate Change Programme', March 2006), we see no evidence that Transport Scotland has treated this matter with any seriousness.

Whilst the Environmental Statement makes references to measures that might be taken to reduce the impact of climate change on the new road (i.e. adaptation measures) it is entirely remiss of Transport Scotland not to specify the expected impacts in terms of the climate change emissions *generated* as a result of this project.

In summary, we believe that the project in its current state works against the ambitions of the Scottish Ministers to reduce climate change emissions, and we wish to object to the scheme on these grounds.

Please acknowledge receipt of this objection letter. I look forward to hearing from you.

Yours faithfully,

Colin Howden  
Director, TRANSform Scotland