

M80 Steps to Haggs

M80 delivers commuter satisfaction

£277m

/ Project value

January 2009

/ The project commenced

December 2011

/ The project was completed

Ambitious in conception and celebrated upon completion, the £277m M80 Steps to Haggs PFI project has transformed one of Scotland's busiest stretches of road network – the link between Glasgow and Sterling. Reducing travel time by 40%, and awarded the Saltire Society Civil Engineering Award, the wide-ranging M80 upgrade, represents the second largest roads project ever undertaken in Scotland. It encompasses 18km of motorway, seven junctions and 63 structures.

The Brief

Outdated, and not fit for purpose, Transport Scotland deemed the upgrade of this critical stretch of road as vital in its long-term plans to deliver a "safe, efficient, cost-effective and sustainable transport system". Involving the procurement of the first roads DBFO contract utilising a competitive dialogue procedure, Transport Scotland required an experienced contractor with the capacity to construct, invest in and subsequently manage this critical piece of highways infrastructure.



“The M80 project demonstrates a creative and resourceful approach to delivering a technically-complex project in challenging circumstances whilst ensuring that one of Scotland’s strategic transport corridors operated effectively, maintaining essential connections for both businesses and local communities,”

Keith Brown
Transport Minister

The challenges

A strategic arterial route, the M80 facilitates the movement of over 75,000 vehicles per day. Given this volume of traffic, the upgrade’s construction had to be completed with no road closures and a priority on maintaining this large customer flow through the network each day. The development of design and construction sequences, including, for example, switching the Specimen Design for Mollinsburn Bridge from four to one span to reduce disruption, facilitated completion six months ahead of schedule. The efficiency of our work ensured there was no disruption to commuters and, subsequently, it set the industry leading benchmark adopted for future projects, namely M8-M73-M74.

GRAHAM’s solution

This complex structure, encompassing 37,000 lorry loads of dry stone, and 25,000m³ of concrete, incorporated the design and construction of 18km of dual two/three lane motorway with associated slip roads and infrastructure. Inclusive of seven junctions, 63 structures, 8km of online upgrade and 10km of offline upgrade through rural and urban areas, the project featured the exceptional response of 95% of all queries/complaints within 48 hours. Fundamental to the success of this PFI scheme, which demanded over 300 phases of work completion within a live environment, was our close collaboration with the client - strengthened through the appointment of two Customer Liaison Officers. Additionally, a dedicated Environmental Manager, and Ecologist, ensured that no notices or prosecutions were issued despite work encountering three SSSIs and numerous protected sites. Notably, it facilitated the largest ever road crash simulation in Scotland (Operation Roller) and has reduced Road Traffic Collisions by 25%.

Outputs & Benefits

- / **Award-Winning:** The Saltire Society Civil Engineering Award
- / **Keeping Traffic Moving:** Construction was completed with no road closures, maintaining 75,000 vehicles per day
- / **Largest Ever Simulation:** Collaborated with Emergency Services in Scotland’s largest ever road crash simulation
- / **Responsible Constructor:** No notices or prosecutions while working in three SSSIs
- / **Local Legacy:** £20,000 of charitable donations were raised through various schemes
- / **Taking Control:** Over 95% of all queries/complaints were responded to within 48 hours
- / **Industry Leading:** Contractors on the M8-M73-M74 scheme were set the challenge of no road closures as a result of this project



For more information on how we’re delivering lasting impact:

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