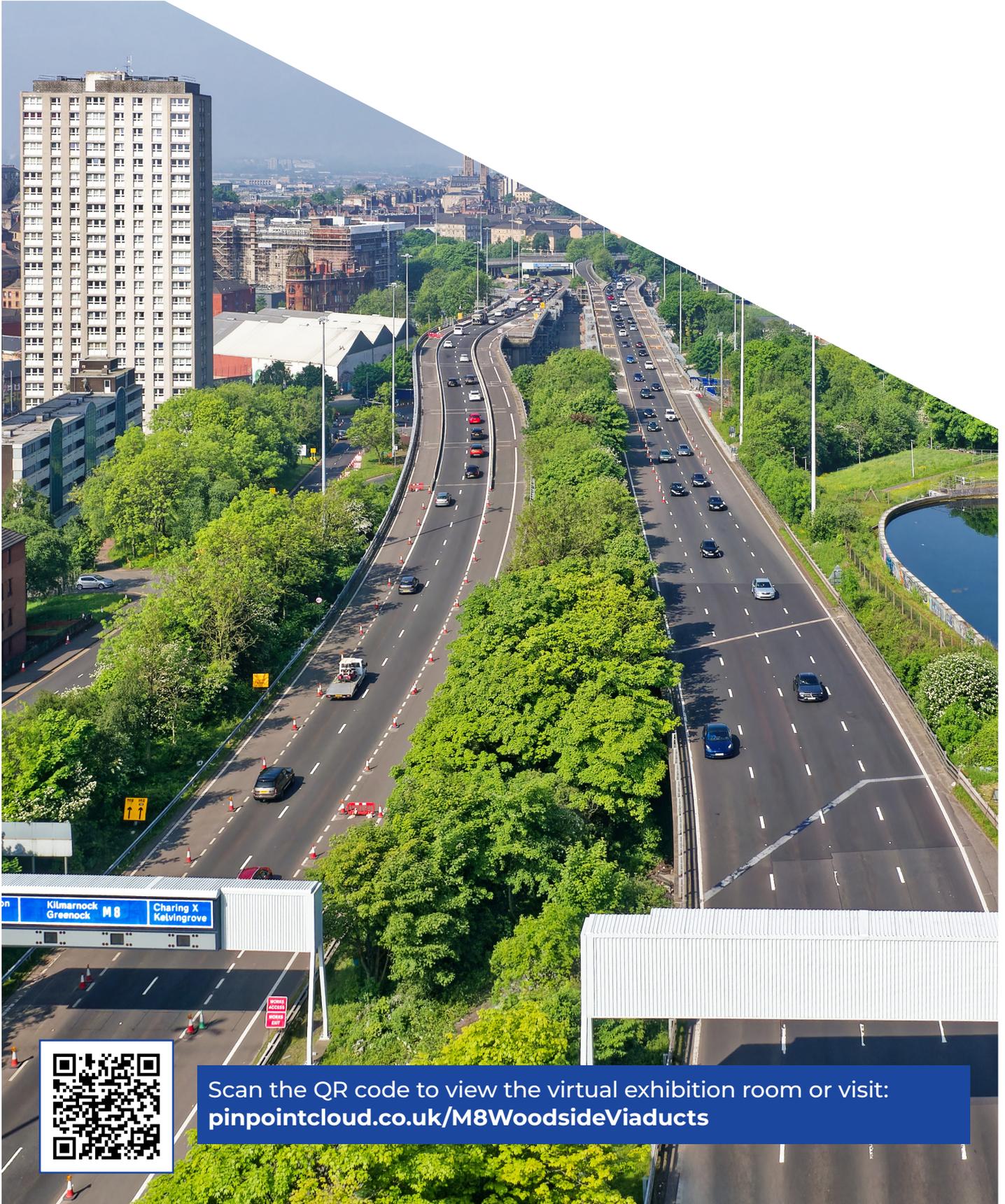




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M8 Woodside Viaducts - Permanent Works



Scan the QR code to view the virtual exhibition room or visit:
pinpointcloud.co.uk/M8WoodsideViaducts

Introduction

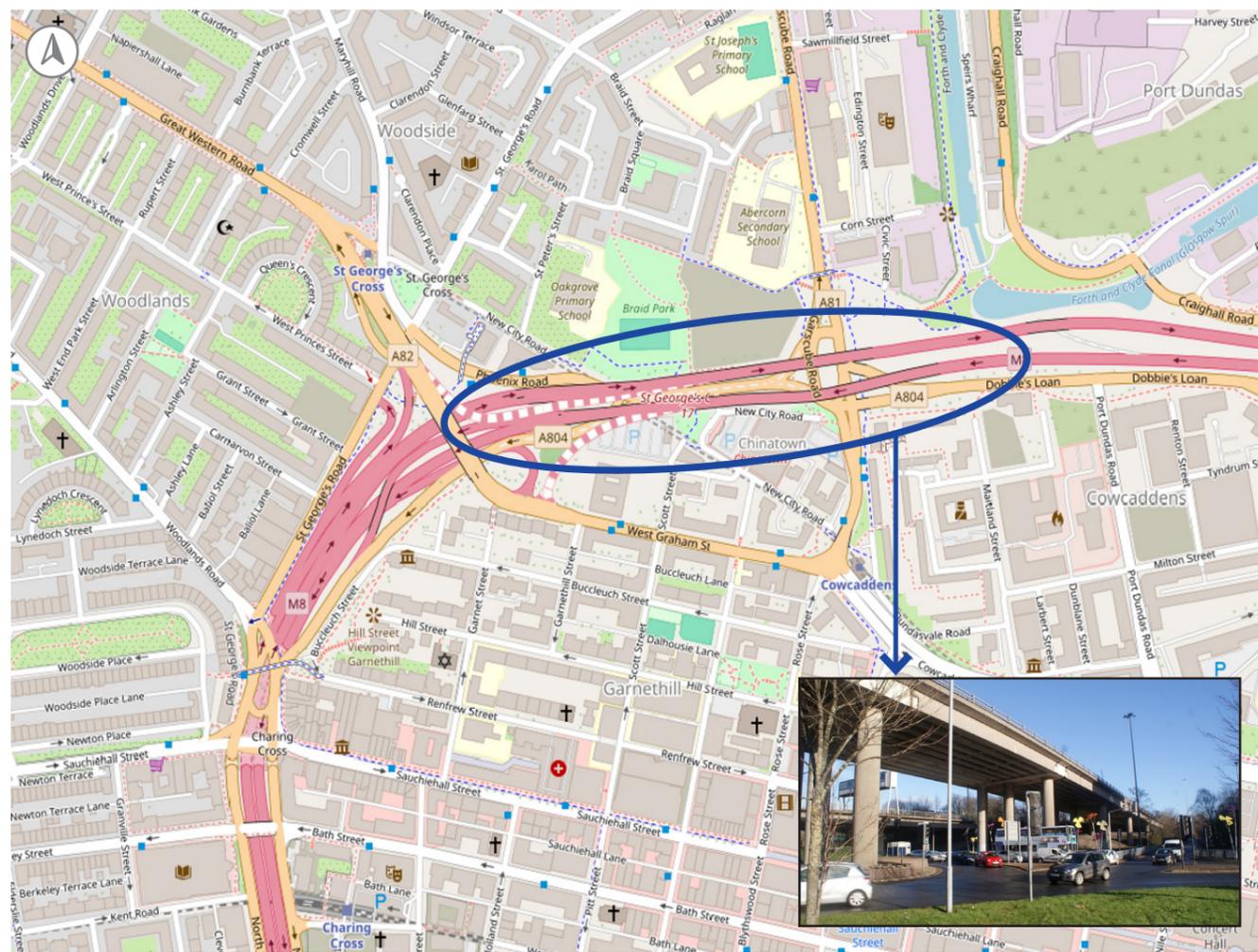
Transport Scotland is taking forward the design development of the permanent works solution for the M8 Woodside Viaducts.

The M8 is the busiest motorway in Scotland connecting Edinburgh to Glasgow, and the west of Scotland.

The Woodside Viaducts are two separate road bridges carrying the east and westbound carriageways of the M8 through the north of Glasgow. The viaducts are situated between Junction 16 (Craighall) and Junction 17 (Charing Cross). The eastbound viaduct is a twelve-span structure with a total length of approximately 364m. The westbound viaduct is a fifteen-span structure with a total length of approximately 437m. Overall the viaducts carry up to 150,000 vehicles per day.

Both viaducts were originally completed in 1971. The condition of the areas supporting the spans of the Woodside Viaducts has deteriorated, resulting in temporary works commencing in March 2021, with a need for future permanent works to be undertaken. This is a priority project that affects the movement of people and goods in this area, as well as local communities.

This leaflet provides an overview of the approach to developing permanent works for the M8 Woodside Viaducts.



Location of the M8 Woodside Viaducts

Current status

Temporary works



Lane restrictions are in place and temporary propping of the viaducts is being carried out as a short-term measure to ensure the safety of road users and continued operation of the M8.



The temporary props have a limited lifespan, will require maintenance, and take up extensive road space below the viaducts. For these reasons they are not an effective long-term solution.

Permanent works



Transport Scotland is assessing options for permanent works that ensure the long-term future for this vital stretch of Scotland's Trunk Road Network.



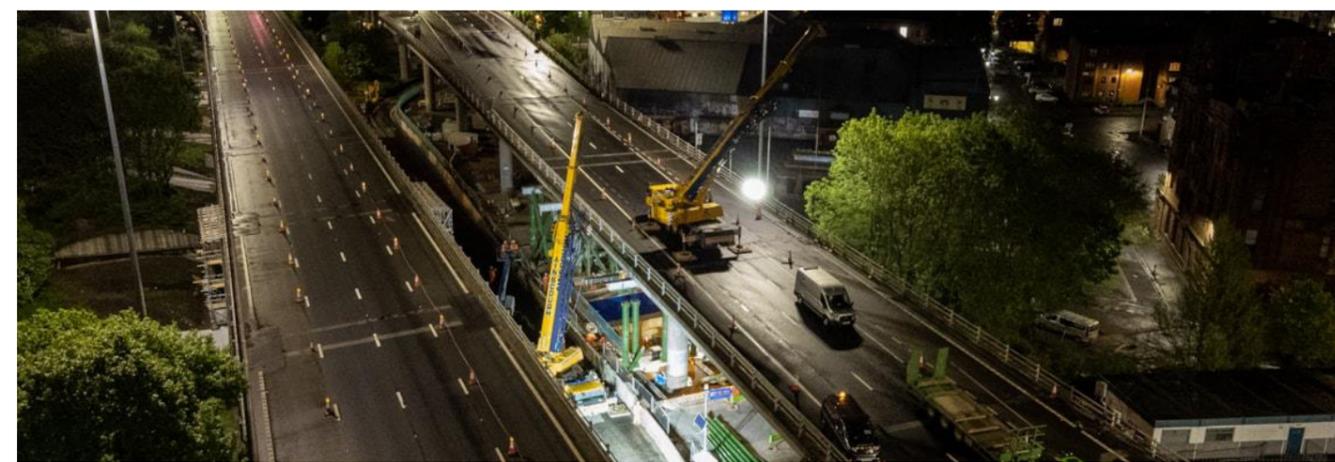
The long-term plan is to maintain and invest in the M8 motorway network to ensure that it supports existing and future transport plans and the Scottish economy for many years to come.



As part of our project development processes, we are considering a range of options for **Repairing**, **Replacing** or potentially **Removing** the viaducts.



This consultation is being carried out to inform the Strategic Development stage of work, and presents information in a manner that allows high-level comparisons to be made between the strategic options being considered.



Current temporary works ongoing on the viaducts

Approach to the permanent works

We are in the process of reviewing various approaches to the permanent works - **Repair**, **Replace** and **Remove**.

Approach 1:

Repair

A **Repair** approach would require a combination of different methods to repair or strengthen parts of the viaducts, as well as protect against future deterioration. Once completed, the temporary propping would be removed allowing the roads, walking, and cycling routes underneath the viaducts to be reopened.

Construction cost and duration*

- Medium (£125m - £200m)
- 1 - 3 years

Environmental Impact

- Medium levels of noise pollution during repair work.
- Low level of reduction in air quality during repair work.
- Moderate carbon footprint.

Potential Impacts and Opportunities

- Potential to restore/improve public realm and active travel facilities together with underlying local road network.
- Some traffic disruption expected during repair work.

*Estimated for comparative purposes only



Indicative visualisation of **Repair** approach looking northwest from Dobbies Loan and Garscube Road



Indicative visualisation of **Repair** approach from Garscube Road pedestrian bridge looking south

Approach 2:

Replace

A **Replace** approach would involve constructing new structures to modern design standards, improving road layouts, durability, and increasing safety for road users. Where possible, existing elements such as foundations and columns would be reused to reduce costs and improve sustainability.

Construction cost and duration*

- High (£200m - £500m)
- 3 - 4 years

Environmental Impact

- High levels of noise pollution during demolition and construction work.
- Low-medium reduction in air quality during demolition and construction work.
- High carbon footprint.

Potential Impacts and Opportunities

- Potential to improve public realm and active travel facilities together with underlying local road network.
- Significant traffic disruption to all road users expected during demolition and construction work.

*Estimated for comparative purposes only



Indicative visualisation of **Replace** approach looking northwest from Dobbies Loan and Garscube Road



Indicative visualisation of **Replace** approach from Garscube Road pedestrian bridge looking south

Approach 3:

Remove

A **Remove** approach would reroute M8 traffic onto the M74 motorway and Glasgow City's local road network.

Whilst removing the M8 Woodside Viaducts is an option under consideration, it is anticipated to have major detrimental impacts on traffic flows, connectivity, network resilience, and journey time reliability, both on the trunk road network and Glasgow's local roads.

Construction cost and duration*

- Low (less than £125m)
- 1 - 2 years

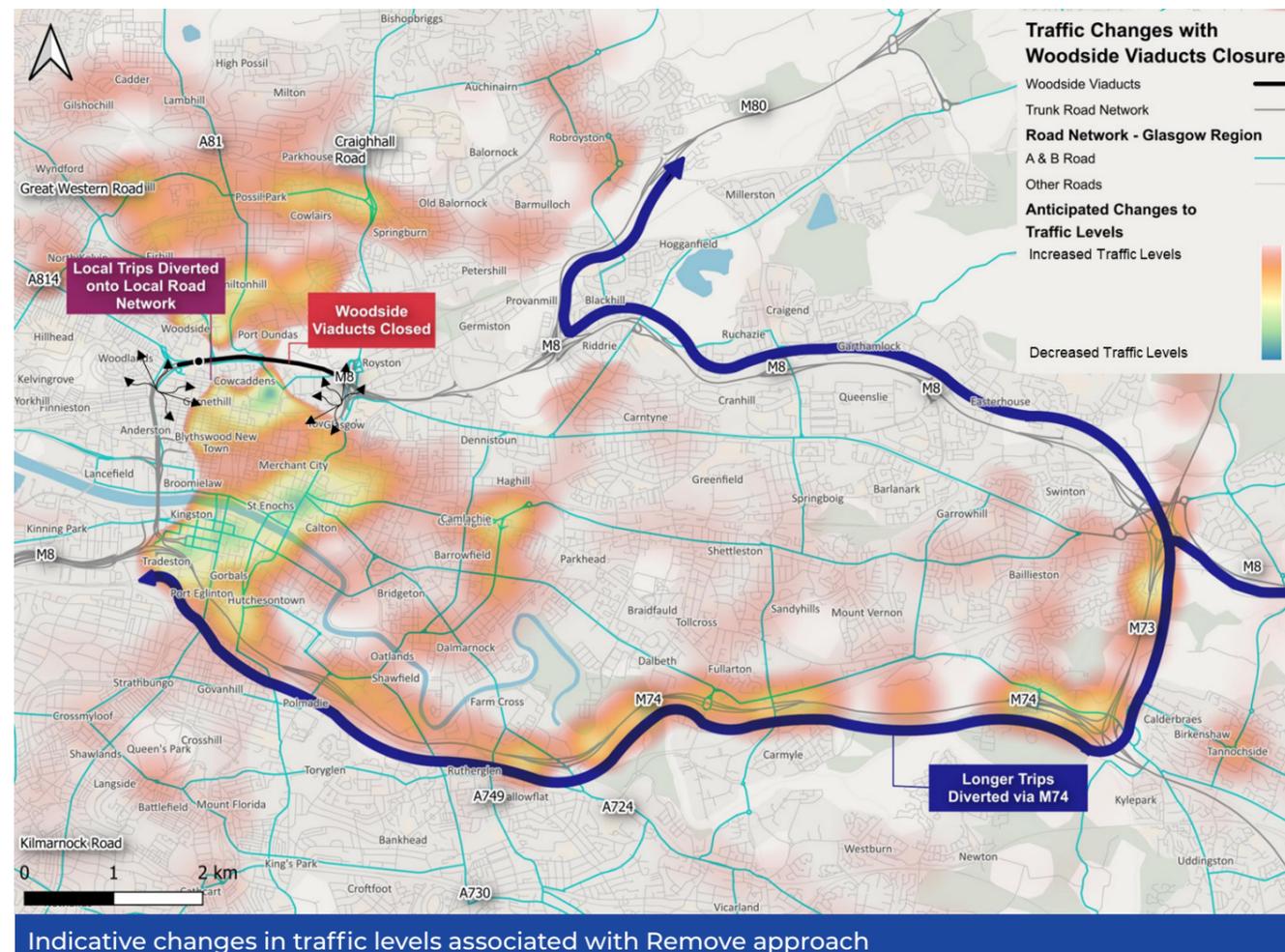
Environmental Impact

- High levels of noise pollution during demolition and in the longer term due to increased local road traffic.
- Medium reduction in air quality during demolition and in the longer term due to increased local road traffic.
- Moderate carbon footprint.

Potential Impacts and Opportunities

- Potential to improve public realm and active travel facilities in area of the viaducts. Wider impacts on public realm in surrounding area will require further assessment but likely to be significant.
- Significant traffic disruption during demolition and significantly increased traffic volumes and longer journey times across the road network are expected after viaduct removal.

*Estimated for comparative purposes only



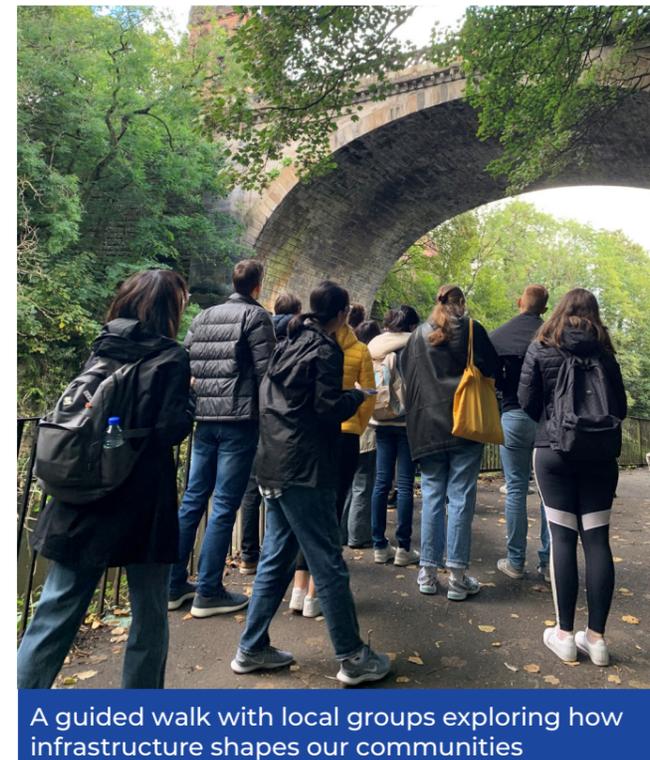
Community benefits

Community benefits are intended to improve the economic, social or environmental wellbeing of an area.

They aim to align with Scotland's National Performance Framework outcomes for inclusive, empowered and resilient communities, enhancing local employability and skills, supporting underrepresented groups and promoting sustainable development.

As part of this project, community benefits could include working with local companies and social enterprises where possible, carrying out engagement activities within local education settings, volunteering with local community groups and supporting the management of green spaces, as well as providing employment and/or training opportunities for local residents as the project progresses.

We would like to hear from the communities who live in and around the project area about how best we can do this.



Next steps

We are reviewing three approaches – **Repair, Replace** and **Remove**. Feedback from stakeholders and the community is an important part of this process.

Further appraisal will lead to a shortlist of interventions before a preferred solution is developed that meets key considerations including value for money, environmental, health and safety and social value factors. Further consultation will be carried out as the project is developed.

The project development process is outlined below. This consultation forms part of the Strategic Development stage. Completion of each stage is subject to satisfying the necessary project governance processes and the availability of sufficient funding.

Project development process



Feedback

Transport Scotland welcomes your feedback on the information provided and will use it to help inform the next steps of the M8 Woodside Viaducts Permanent Works project.



To participate, please submit your feedback no later than **Wednesday 25 March 2026**.



Feedback forms can be submitted online by visiting the project's virtual exhibition room and clicking the feedback form link at pinpointcloud.co.uk/M8WoodsideViaducts or scanning this QR code.



Paper copies of the feedback forms are available at the public engagement events or can be downloaded online at transport.gov.scot/woodside and posted to: M8 Woodside Viaducts Team, WSP, 110 Queen Street, Glasgow, G1 3BX or emailed to the address below.

Contact us

If you have questions about any of the information in this leaflet or if you require the information presented in other formats you can email us at M8WoodsideViaducts@wsp.com

Feedback Form

M8 Woodside Viaducts - Permanent Works



Thank you for visiting our M8 Woodside Viaducts Permanent Works public engagement event. We would be grateful if you could take the time to provide feedback or any comments you may have on the material presented **no later than Wednesday 25 March 2026**. Transport Scotland will use your feedback to help inform the next steps of the project. All completed feedback forms will be shared with our technical advisers at WSP.

Your details (optional)

Name: _____ Address: _____
Postcode: _____ Email: _____
Organisation (if applicable): _____

Would you like us to keep you updated on this project? We will only use your contact information for this purpose and will not share it with any third party.

Yes (please provide contact details above) No

Q1. How would you describe your interest in the M8 Woodside Viaducts Permanent Works?

- Local resident
- Local representative (e.g. Councillor)
- Local business
- Local interest group member (please specify)
- Statutory body (please specify)
- Other

Other (please specify):

Q2. What is your primary mode of transport when travelling around and under the M8 Woodside Viaducts between Junction 16 Craighall, and Junction 17 Charing Cross? (please only tick one option).

- Car
- Car passenger
- Walk / wheel (including mobility scooters, wheelchairs)
- Cycle
- Bus
- Other

Other (please specify):

Q3. What is your primary mode of transport when travelling on the M8 between Junction 16 Craighall, and Junction 17 Charing Cross? (please only tick one option).

- Car
- Car passenger
- Bus
- Freight / goods delivery
- Not applicable
- Other

Other (please specify):

Q4. What are your current views regarding the M8 Woodside Viaducts?