

200 No.

ROADS AND BRIDGES

SPECIAL ROADS

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

<i>Made</i>	200
<i>Coming into force</i>	200

The Scottish Ministers make the following Order in exercise of the powers conferred by section 9(1)(a) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 9(4) of that Act, they are satisfied that no other route for traffic other than traffic of the class authorised by the scheme is reasonably required.

In accordance with section 55A(b) of that Act, they have determined that the project falls within Annex I to the Council Directive 85/337/EEC(c) on the assessment of the effects of certain public and private projects on the environment.

In accordance with section 55A of that Act, they have prepared an environmental statement and published notice of it on 23rd October 2007 and have complied with all other provisions of section 55A of that Act.

They have complied with the requirements of Part 1 of Schedule 1(d) to that Act.

Citation and commencement

1. This Order may be cited as the M8 Special Road (Baillieston to Newhouse) Appropriation Order 200[] and shall come into force on 200 .

(a) 1984 c.54. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).

(b) Section 55A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

(c) O.J. L 175, 5.7.1985, p.40 as amended by Council Directive 97/11/EC (O.J. L 73, 14.3.1997, p.5) and Council Directive 2003/35/EC (O.J. L 156, 25.6.2003, p.17).

(d) Part 1 of Schedule 1 was relevantly amended by the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135. the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, [the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraph 2 and schedule 3,] S.S.I. 1999/1 and S.S.I. 2006/614.

Appropriated road

2. The lengths of trunk road referred to in the Schedule, being lengths comprised in the route of the special road prescribed by the M8 (Baillieston to Newhouse) Special Road Scheme 200[](e), shall be appropriated by the Scottish Ministers as special road authority on the date of opening of that special road for use as a special road.

A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow

200[]

(e) S.S.I. [].

INTERPRETATION

In this Schedule-

“the plan” means the Plan numbered OTG/1404/3001 entitled “The M8 Special Road (Baillieston to Newhouse) Appropriation Order 200[]”, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow;

“existing A8 road” means the section of the existing M8/A8 Edinburgh – Greenock Trunk Road between the Baillieston Interchange roundabout and its junction with the A89 Coatbridge Road and Main Street, Baillieston (A89), Glasgow;

“existing A8 Trunk Road” means the existing M8/A8 Edinburgh – Greenock Trunk Road between Baillieston Interchange, Glasgow and Newhouse Junction, Lanarkshire;

“existing northbound A725 Bellshill Bypass” means the existing northbound-only section of the existing A725/A726 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its divergence from the southbound A725/A726 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road and its convergence with the B7070 North Road, Newhouse, Lanarkshire;

“existing southbound A725 Bellshill Bypass” means the existing southbound-only section of the existing A725/A726 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its divergence from the B7070 North Road and convergence with the northbound A725/A726 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road;

“existing A8/B799 slip-roads” means the existing slip-roads connecting the existing westbound M8/A8 Edinburgh – Greenock Trunk Road and the B799 Bo’ness Road, Newhouse, Lanarkshire;

“point 1” means the intersection of the existing centrelines of the eastbound carriageway of Glasgow and Edinburgh Road (A8) and the westbound carriageway of the A89 Coatbridge Road shown marked “point 1” on the plan;

“point 2” means the intersection of the existing centrelines of the southbound carriageway of the M73 Maryville – Mollinsburn Trunk Road and A89 Coatbridge Road shown marked “point 2” on the plan;

“point 9” means the intersection of the existing centrelines of the B7070 North Road and the North Calder Water shown marked “point 9” on the plan;

“point 11” means the centre-point of the existing north roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 11” on the plan;

“point 12” means the centre-point of the existing south roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 12” on the plan;

“point 13” means the intersection of the existing centrelines of the B802 Woodhall Mill Road and the B799 Bo’Ness Road shown marked “point 13” on the plan; and

“point 15” means the intersection where the centreline of the west section of the existing Newhouse Roundabout passes under the centreline of the existing M8/A8 Edinburgh – Greenock Trunk Road shown marked “point 15” on the plan.

LENGTHS OF TRUNK ROAD TO BE APPROPRIATED

1. That length of the existing A8 road from a point 740 metres or thereby east of point 1, to a point 700 metres or thereby east of point 1, generally in a westerly direction for a distance of 40 metres or thereby as shown by zebra hatch between the points marked “A” and “B” on the plan.
2. That length of Baillieston Interchange roundabout from a point 230 metres or thereby south, south-west from point 2 in a clockwise direction for a distance of 800 metres or thereby returning to the same point 230 metres or thereby south, south-west of point 2 as shown by zebra hatch between the points marked “C”, “D”, “A” and returning to the same point marked “C” on the plan.
3. The existing on-slip to the eastbound A8 Trunk Road from a point 305 metres or thereby south of point 2, to a point 700 metres or thereby south-east of point 2, generally in a south-easterly direction for a distance of 430 metres or thereby as shown by zebra hatch between the points marked “D” and “E” on the plan.
4. That length of existing A8 Trunk Road from a point 440 metres or thereby south-east of point 2, to a point 685 metres or thereby south-east of point 2, generally in a south-easterly direction for a distance of 270 metres or thereby as shown by zebra hatch between the points marked “F” and “G” on the plan.
6. That length of existing southbound A725 Bellshill Bypass from a point 285 metres or thereby north of point 9, to a point 145 metres or thereby north-west of point 9, generally in a south-westerly direction for a distance of 195 metres or thereby as shown by zebra hatch between the points marked “H” and “I” on the plan.
7. That length of existing northbound A725 Bellshill Bypass from a point 175 metres or thereby west of point 9, to a point 155 metres or thereby north-west of point 9, generally in a north-easterly direction for a distance of 95 metres or thereby as shown by zebra hatch between the points marked “J” and “K” on the plan.
8. That length of existing A8 Trunk Road westbound carriageway from a point 500 metres or thereby west of point 11, to a point 310 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 2.45 kilometres or thereby as shown by zebra hatch between the points marked “L” and “M” on the plan.
9. That length of existing westbound on-slip to the A8 Trunk Road from a point 170 metres or thereby north-west of point 12, to a point 440 metres or thereby north-west of point 12, generally in a westerly direction for a distance of 280 metres or thereby as shown by zebra hatch between the points marked “N” and “O” on the plan.
10. That length of existing westbound off-slip from the A8 Trunk Road from a point 380 metres or thereby east of point 12, to a point 180 metres or thereby east of point 12, generally in a westerly direction for a distance of 200 metres or thereby as shown by zebra hatch between the points marked “P” and “Q” on the plan.

11. That length of existing A8 / B799 slip-roads from a point 310 metres or thereby south-west of point 13, to a point on the existing A8 Trunk Road westbound carriageway 335 metres or thereby south-west of point 13, generally in a north-westerly direction for a distance of 20 metres or thereby as shown by zebra hatch between the points marked “R” and “S” on the plan.

12. That length of existing A8 / B799 slip-roads from the existing A8 Trunk Road westbound carriageway 210 metres or thereby south-west of point 13, to a point 250 metres or thereby south-west of point 13, generally in a south-westerly direction for a distance of 40 metres or thereby as shown by zebra hatch between the points marked “T” and “U” on the plan.

13. That length of existing A8 Trunk Road eastbound carriageway from a point 110 metres or thereby south-west of point 13, to a point 390 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 400 metres or thereby as shown by zebra hatch between the points marked “V” and “W” on the plan.

14. That length of existing A8 Trunk Road from a point 725 metres or thereby south-west of point 15, to a point 130 metres or thereby south-west of point 15, generally in a north-easterly direction for a distance of 590 metres or thereby as shown by zebra hatch between the points marked “X” and “Y” on the plan.

15. That length of existing eastbound off-slip from the A8 Trunk Road from a point 320 metres or thereby south-west of point 15, to a point 40 metres or thereby north-west of point 15, generally in a north-easterly direction for a distance of 310 metres or thereby as shown by zebra hatch between the points marked “Z” and “AA” on the plan.

16. That length of existing westbound on-slip from the A8 Trunk Road from a point 40 metres or thereby south of point 15, to a point 320 metres or thereby south-west of point 15, generally in a south-westerly direction for a distance of 310 metres or thereby as shown by zebra hatch between the points marked “AB” and “AC” on the plan.