

**200 No.**

**ROADS AND BRIDGES**

**The M8 (Baillieston to Newhouse) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200**

*Made* 200

*Coming into force* 200

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 2(1) and 152(2) of the Roads (Scotland) Act 1984(a), and all other powers enabling them to do so.

**Citation and commencement**

1. This Order may be cited as the M8 (Baillieston to Newhouse) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200[ ], and shall come into force on 200 .

**Redetermination of means of Exercise of Public Right of Passage**

2. The lengths of roads in North Lanarkshire and Glasgow City specified in the Schedule, at present footways shall become cycle tracks, the right of passage being exercisable by pedal cycle and foot only.

A member of the staff of the Scottish Ministers

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow

200[ ]

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<sup>(a)</sup> 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).

## INTERPRETATION

In this Schedule -

“the Plan Folio” means the Plan Folio numbered OTG/1404/3006 comprised of plans RD1 to RD 6 and entitled the M8 (Baillieston to Newhouse) Special Road (Redetermination of Means of Exercise of Public Right of Passage) Order 200[ ], signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow;

“the existing A752 Aitkenhead Road” means the section of existing A752 road south of the existing M8/A8 Edinburgh – Greenock Trunk Road;

“the existing slip road of the A8 Trunk Road” means the existing section of slip road on the south side of the existing M8/A8 Edinburgh – Greenock Trunk Road connecting with the A752 Aitkenhead Road;

“the existing A725 North Road” means the section of the existing A725/A76 Shawhead – East Kilbride – Carmunnock Bypass Trunk Road between its convergence with the B7070 North Road and the roundabout intersection with Kirkshaws Road and Hagmill Road.

“point 4” means the intersection of the existing centrelines of the M8/A8 Edinburgh – Greenock Trunk Road and Braehead Railway Bridge carrying the Rutherglen-to-Coatbridge railway line shown marked “point 4” on RD1 plan;

“point 6” means the centre-point of the existing roundabout coincident with the intersection of the centrelines of the A725 North Road / Whifflet Street, Hagmill Road and Kirkshaws Road shown marked “point 6” on RD2 plan;

“point 8” means the intersection of the existing centrelines of the A725 North Road and the M8/A8 Edinburgh – Greenock Trunk Road shown marked “point 8” on RD2 plan;

“point 10” means the intersection of the existing centrelines of the M8/A8 Edinburgh – Greenock Trunk Road and the Motherwell–Coatbridge Railway Line shown marked “point 10” on RD3 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 RD4 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 RD4 plan;

“point 13” means the intersection of the existing centrelines of the B802 Woodhall Mill Road Newhouse, Lanarkshire and the B799 Bo’Ness Road, Newhouse, Lanarkshire shown marked “point 13” on RD6 plan; and

“point 14” means the centre-point of the existing roundabout connecting the B799 Bo’ness Road and McNeil Drive, Newhouse, Lanarkshire shown marked “point 14” on RD5 plan.

**ROADS OVER WHICH MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE  
IS TO BE REDETERMINED**

1. From a point on the new access track 305 metres or thereby north-west of point 4, to a point on the new access track 165 metres or thereby south-west of point 4, generally in a south-easterly then southerly then south-westerly direction for a distance of 235 metres or thereby as shown by saw-tooth and marked “A” on plan RD1 in the plan folio.
2. From a point on the new access track 655 metres or thereby south-east of point 4, to a point intersecting with the existing A752 Aitkenhead Road 880 metres or thereby south-east of point 4, generally in an easterly then south-easterly and then north-easterly direction for a distance of 320 metres or thereby as shown by saw-tooth and marked “B” on plan RD1 in the plan folio.
3. From a point on the existing A752 Aitkenhead Road 890 metres or thereby south-east of point 4, to a point intersecting with the existing slip road of the A8 Trunk Road 910 metres or thereby south-east of point 4, generally in an easterly direction for a distance of 30 metres or thereby as shown by saw-tooth and marked “C” on plan RD1 in the plan folio.
4. From a point intersecting with the existing slip road of the A8 Trunk Road 915 metres or thereby south-east of point 4, to a point on the new access track 1,180 metres or thereby south-east of point 4, generally in an easterly direction for a distance of 270 metres or thereby as shown by saw-tooth and marked “D” on plan RD1 in the plan folio.
5. From a point on the new access track 1,285 metres or thereby south-east of point 4, to a point on the new access track 1,430 metres or thereby south-east of point 4, generally in a south easterly and then south-westerly direction for a distance of 150 metres or thereby as shown by saw-tooth and marked “E” on plan RD1 in the plan folio.
6. From a point on Viewfield Road 1,335 metres or thereby east of point 4, to a point on the new access track 1,285 metres or thereby south-east of point 4, generally in a south-westerly then north-westerly then southerly then south easterly and then south westerly direction for a distance of 395 metres or thereby as shown by saw-tooth and marked “F” on plan RD1 in the plan folio.
7. From a point on the new access track 1,290 metres or thereby south-east of point 4, to a point on the new access track 1,285 metres or thereby south-east of point 4, generally in a south-westerly direction for a distance of 20 metres or thereby as shown by saw-tooth and marked “G” on plan RD1 in the plan folio.
8. From a point on the new access track 1,260 metres or thereby south-east of point 4, to a point on the new access track 1,280 metres or thereby south-east of point 4, generally in a north-easterly and then south-easterly direction for a distance of 35 metres or thereby as shown by saw-tooth and marked “H” on plan RD1 in the plan folio.
9. From a point on the new access track 425 metres or thereby south west of point 8, to a point 490 metres or thereby south of point 8, generally in a south-easterly and then easterly direction for a distance of 245 metres or thereby as shown by saw-tooth and marked “A” on plan RD2 in the plan folio.

10. From a point on the new access track 430 metres or thereby south-west of point 8, to a point 735 metres or thereby south-west of point 8, generally in a north-easterly then easterly then south easterly and then south-westerly direction for a distance of 380 metres or thereby as shown by saw-tooth and marked “B” on plan RD2 in the plan folio.
11. From a point on the existing Kirkshaws Road 205 metres or thereby north-west of point 6, to a point 285 metres or thereby south-west of point 6, generally in an easterly and then southerly direction for a distance of 445 metres or thereby as shown by saw-tooth and marked “C” on plan RD2 in the plan folio.
12. From a point on the new access track 110 metres or thereby south-east of point 8, to a point 305 metres or thereby east of point 8, generally in a south-easterly then north-easterly then south-easterly direction for a distance of 275 metres or thereby as shown by saw-tooth and marked “D” on plan RD2 in the plan folio.
13. From a point on the existing A725 North Road 35 metres or thereby south of point 8, to a point 740 metres or thereby south of point 8, generally in a south-westerly then westerly then southerly then easterly then south-westerly and then southerly then easterly then southerly then south-westerly direction for a distance of 960 metres or thereby as shown by saw-tooth and marked “E” on plan RD2 in the plan folio.
14. From a point on the new access road 930 metres or thereby north-west of point 10, to a point 80 metres or thereby south of point 10, generally in a south-easterly then southerly direction for a distance of 1245 metres or thereby as shown by saw-tooth and marked “A” on plan RD3 in the plan folio.
15. From a point on the existing Carnbroe Road 310 metres or thereby east of point 10, to a point 90 metres or thereby south-east of point 10, generally in a south-westerly then north-westerly then south westerly then north westerly then south-easterly and then westerly direction for a distance of 440 metres or thereby as shown by saw-tooth and marked “B” on plan RD3 in the plan folio.
16. From a point on the new access road 125 metres or thereby south-east of point 10, to a point 535 metres or thereby south-east of point 10, generally in an easterly then south-easterly direction for a distance of 415 metres or thereby as shown by saw-tooth and marked “C” on plan RD3 in the plan folio.
17. From a point on the proposed access track 720 metres or thereby west of point 12, to a point 90 metres or thereby south-west of point 12, generally in an easterly and then south-easterly direction for a distance of 690 metres or thereby as shown by saw-tooth and marked “A” on plan RD4 in the plan folio.
18. From a point leaving the proposed access track 180 metres or thereby north-west of point 11, to a point 115 metres or thereby north-east of point 11, generally in a northerly then north-easterly then easterly and then south-easterly direction for a distance of 270 metres or thereby as shown by saw-tooth and marked “B” on plan RD4 in the plan folio.
19. From a point 130 metres or thereby west of point 14, to a point 70 metres or thereby south-west of point 14, generally in a south-easterly and then easterly direction for a distance of 110 metres or thereby as shown by saw-tooth and marked “A” on plan RD5 in the plan folio.
20. From a point 165 metres or thereby south of point 14, to a point 30 metres or thereby south-east of point 14, generally in an north-easterly direction for a distance of 165 metres or thereby as shown by saw-tooth and marked “B” on plan RD5 in the plan folio.

21. From a point 25 metres or thereby north-east of point 14, to a point 690 metres or thereby north-east of point 14, generally in an north-easterly direction for a distance of 690 metres or thereby as shown by saw-tooth and marked “C” on plan RD5 in the plan folio.
22. From a point 150 metres or thereby north-east of point 13, to a point 330 metres or thereby north-east of point 13, generally in a northerly then north-easterly direction for a distance of 190 metres or thereby as shown by saw-tooth and marked “D” on plan RD5 in the plan folio.
23. From a point 220 metres or thereby north-east of point 13, to a point 225 metres or thereby north of point 13, generally in a westerly direction for a distance of 70 metres or thereby as shown by saw-tooth and marked “E” on plan RD5 in the plan folio.
24. From a point 215 metres or thereby north-west of point 13, to a point 280 metres or thereby north-west of point 13, generally in a north-westerly direction for a distance of 80 metres or thereby as shown by saw-tooth and marked “F” on plan RD5 in the plan folio.
25. From a point 290 metres or thereby north-west of point 13, to a point 515 metres or thereby north-west of point 13, generally in a westerly direction for a distance of 350 metres or thereby as shown by saw-tooth and marked “G” on plan RD5 in the plan folio.
26. From a point 525 metres or thereby north-west of point 13, to a point 680 metres or thereby north-west of point 13, generally in a north-westerly and then northerly direction for a distance of 180 metres or thereby as shown by saw-tooth and marked “H” on plan RD5 in the plan folio.
27. That length of new access track from a point 595 metres or thereby south-east of point 13, to a point 805 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 210 metres or thereby as shown by saw-tooth and marked “A” on plan RD6 in the plan folio.