

[Scheme made by the Scottish Ministers laid before the Scottish Parliament under section 143A(3) of the Roads (Scotland) Act 1984 for approval by resolution of the Scottish Parliament.]

SCOTTISH STATUTORY INSTRUMENTS

200 No.

ROADS AND BRIDGES

SPECIAL ROADS

The M8 (Baillieston to Newhouse) Special Road Scheme 200

<i>Made</i> - - - -	200
<i>[Laid before the Scottish Parliament</i>	200]
<i>Coming into force</i> - -	200

The Scottish Ministers make the following Scheme in exercise of the powers conferred by sections 7, 8(2) and 10(1) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 7(7) of that Act, they have given due consideration to the requirements of local and national planning, and to the requirements of agriculture and industry.

In accordance with sections 20A(b) and 55A(c) of that Act, they have determined that the project falls within Annex I to Council Directive 85/337/EEC(d) on the assessment of the effects of certain public and private projects on the environment.

In accordance with sections 20A(2) and 55A(2) 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 sections 20A and 55A of that Act.

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

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- (a) 1984 c.54. Section 7 was amended by the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14 [and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 2, paragraph 2 and schedule 3]. Sections 8 and 10 were amended by the New Roads and Street Works Act 1991 (c.22), sections 45 and 46 respectively. 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 20A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.
- (c) Section 55A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.
- (d) 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).
- (e) Part II 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, section 24, schedule 2, paragraph 3, and schedule 3,] S.S.I. 1999/1 and S.S.I. 2006/614.

Citation and commencement

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

Special road

2.—(1) The Scottish Ministers as special road authority are, by means of this Scheme, authorised to provide a special road along the routes described in the Schedule.

(2) That special road shall except insofar as it is provided by means of the appropriation of lengths of existing trunk road by virtue of the M8 Special Road (Baillieston to Newhouse) Appropriation Order 200[](a), become a trunk road on the date of the coming into force of this Scheme.

Classes of traffic

3. Classes I and II of the classes of traffic set out in Schedule 3 to the Roads (Scotland) Act 1984 are hereby prescribed for the purpose of the use of the special road, the routes of which are described in the Schedule.

A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

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(a) S.S.I. 200[]/[].

SCHEDULE

Paragraph 2

SPECIAL ROAD

INTERPRETATION

In this Schedule—

“the plan” means the plan numbered OTG/1404/1001 entitled “The M8 (Baillieston to Newhouse) Special Road Scheme 200 ”, signed with reference to this Scheme and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF;

“point 1” means the intersection of the existing centrelines of the eastbound carriageway of the M8/A8 Edinburgh-Greenock Trunk Road 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 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 the plan;

“point 11” means the centre-point of the existing Eurocentral 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 Eurocentral 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;

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

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

THE ROUTES OF THE SPECIAL ROAD

1. From a point 460 metres or thereby east of point 1 in a generally easterly direction for a distance of 270 metres or thereby to a point 730 metres or thereby east of point 1 as shown by a heavy black line between the points marked “point A” and “point B” on the plan.
2. From a point 240 metres or thereby south of point 2 in a clockwise direction for a distance of 800 metres or thereby returning to the same point 240 metres or thereby south of point 2 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point C”, “point D”, “point F”, “point B” and returning to the same “point C” on the plan.
3. From a point 300 metres or thereby south of point 2 in a generally south-easterly direction for a distance of 250 metres or thereby to a point 520 metres or thereby south-east of point 2 as shown by a heavy black line between the points marked “point D” and “point E” on the plan.
4. From a point 420 metres or thereby south of point 2 in a generally south-easterly direction for a distance of 480 metres or thereby to a point 800 metres or thereby south-east of point 2 as shown by a heavy black line between the points marked “point F” and “point G” on the plan.
5. From a point 530 metres or thereby south, south-east of point 2 in a generally south-easterly then easterly then south-easterly then easterly then north-easterly direction for a distance of 9.85 kilometres or thereby to a point 250 metres or thereby south-west of point 15 as shown by a heavy black line between the points marked “point H” and “point I” on the plan.
6. From a point 770 metres or thereby south, south-west of point 8 in a generally north-easterly then northerly then north-westerly then westerly then south-westerly then southerly then south easterly direction for a distance of 850 metres or thereby to a point 330 metres or thereby south, south-west of point 8 as shown by a heavy black line between the points marked “point J” and “point K” on the plan.
7. From a point 610 metres or thereby south-east of point 8 in a generally westerly then south westerly direction for a distance of 700 metres or thereby to a point 720 metres or thereby south, south-west of point 8 as shown by a heavy black line between the points marked “point L” and “point M” on the plan.
8. From a point 565 metres or thereby west of point 11 in a generally easterly direction for a distance of 500 metres or thereby to a point 60 metres or thereby west of point 11 as shown by a heavy black line between the points marked “point N” and “point O” on the plan.
9. From a point 40 metres or thereby west of point 12 in a generally north-westerly direction for a distance of 410 metres or thereby to a point 460 metres or thereby west, north-west of point 12 as shown by a heavy black line between the points marked “point P” and “point Q” on the plan.
10. From a point 840 metres or thereby west, north-west of point 13 in a generally south-easterly then easterly then north-easterly direction for a distance of 460 metres or thereby to a point 385 metres or thereby west, north-west of point 13 as shown by a heavy black line between the points marked “point R” and “point S” on the plan.
11. From a point 440 metres or thereby north, north-west of point 14 in a generally north-westerly direction for a distance of 240 metres or thereby to a point 630 metres or thereby north-west of point 14 as shown by a heavy black line between the points marked “point T” and “point U” on the plan.

12. From a point 575 metres or thereby south-west of point 15 in a generally north-easterly direction for a distance of 1.51 kilometres or thereby to a point 930 metres or thereby north-east of point 15 as shown by a heavy black line between the points marked “point V” and “point W” on the plan.
13. From a point 140 metres or thereby north-east of point 15 in a generally north-easterly direction for a distance of 350 metres or thereby to a point 460 metres or thereby north-east of point 15 as shown by a heavy black line between the points marked “point X” and “point Y” on the plan.
14. From a point 920 metres or thereby north-east of point 15 in a generally south-westerly direction for a distance of 1.25 kilometres or thereby to a point 335 metres or thereby south-west of point 15 as shown by a heavy black line between the points marked “point Z” and “point AA” on the plan.
15. From a point 440 metres or thereby north-east of point 15 in a generally south-westerly direction for a distance of 310 metres or thereby to a point 140 metres or thereby east of point 15 as shown by a heavy black line between the points marked “point AB” and “point AC” on the plan.

[Note: The provision contained in square brackets will not apply if this instrument is made and section 24 of the Transport and Works (Scotland) Act 2007 has not been commenced at that point].