

2011 No. 11

ROADS AND BRIDGES

The A8 Trunk Road (Baillieston to Newhouse) Order 2011

Approved by the Scottish Parliament

Made - - - - 18th January 2011

Laid before the Scottish Parliament 20th January 2011

Coming into force - - 30th March 2011

The Scottish Ministers make the following Order in exercise of the powers conferred by section 5(2) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 5(2) of that Act, they have taken into consideration the requirements of local and national planning, including the requirements of agriculture and industry and are satisfied as to expediency.

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), as relevantly amended by Council Directive 97/11/EC(e) and Council Directive 2003/35/EC(f), 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.

This Order is made in accordance with the provisions of Parts I and III of Schedule 1(g) to that Act.

Citation and commencement

1. This Order may be cited as the A8 Trunk Road (Baillieston to Newhouse) Order 2011, and comes into force on the 28th day after the day on which it is approved by resolution of the Scottish Parliament.

(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 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.
(e) O.J. L 73, 14.3.1997, p.5.
(f) O.J. L 156, 25.6.2003, p.17.
(g) Part I 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 3 and schedule 3 and also by S.S.I. 1999/1 and 2006/614.

Trunk road

2.—(1) The Schedule has effect.

(2) The Scottish Ministers direct that the lengths of road which they propose to construct along the routes described in the paragraphs numbered 1 to 28 in the Schedule shall become trunk road on the date this Order comes into force.

(3) The Scottish Ministers direct that the lengths of existing road along the routes described in the paragraphs numbered 29 to 31 in the Schedule shall become trunk road on the date this Order comes into force.

Buchanan House
Glasgow
18th January 2011

A C MCLAUGHLIN
Authorised to sign by the Scottish Ministers

SCHEDULE
TRUNK ROAD
INTERPRETATION

Article 2

In this Schedule—

“the plan” means the plan numbered OTG/1404/3002 entitled “The A8 Trunk Road (Baillieston to Newhouse) Order 2011”, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF;

“point 1” means the junction of the existing centrelines of the eastbound carriageway of the existing M8/A8 Edinburgh-Greenock Trunk Road, the westbound carriageway of the existing A89 Coatbridge Road, Bargeddie, Lanarkshire and Main Street, Baillieston shown marked “point 1” on the plan;

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

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

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

“point 11” means the centre-point of the existing north roundabout at Eurocentral, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF, located immediately north of the existing M8/A8 Edinburgh-Greenock Trunk Road, shown marked “point 11” on the plan;

“point 12” means the centre-point of the existing south roundabout at Eurocentral, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF, located immediately south of the existing M8/A8 Edinburgh-Greenock Trunk Road, shown marked “point 12” on the plan;

“point 13” means the intersection of the 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 west section of the existing Newhouse Junction roundabout, 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 NEW TRUNK ROAD

1. From a point 325 metres or thereby east of point 1 in a clockwise direction for a distance of 410 metres or thereby returning to the same point 325 metres or thereby east of point 1 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point A”, “point B”, “point E” and returning to the same “point A” on the plan.

2. From a point 370 metres or thereby east, north-east of point 1 in a generally north-easterly direction for a distance of 115 metres or thereby to a point 475 metres or thereby east, north-east of point 1 as shown by a heavy black line between the points marked “point B” and “point C” on the plan.

3. From a point 430 metres or thereby east of point 1 in a generally north-easterly direction for a distance of 100 metres or thereby to a point 500 metres or thereby east, north-east of point 1 as shown by a heavy black line between the points marked “point E” and “point F” on the plan.

4. From a point 180 metres or thereby east of point 2 in a clockwise direction for a distance of 255 metres or thereby returning to the same point 180 metres or thereby east of point 2 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point H”, “point I”, “point G”, “point D” and returning to the same “point H” on the plan.

5. From a point 740 metres or thereby north-west of point 4 in a generally southerly then south-easterly direction for a distance of 560 metres or thereby to a point 240 metres or thereby north-west of point 4 as shown by a heavy black line between the points marked “point I” and “point J” on the plan.

6. From a point 210 metres or thereby east, south-east of point 10 in a generally south-easterly direction for a distance of 1050 metres or thereby to a point 1210 metres or thereby east, south-east of point 10 as shown by a heavy black line between the points marked “point K” and “point L” on the plan.

7. From a point 840 metres or thereby east of point 10 generally in an easterly direction for a distance of 370 metres or thereby to a point 1205 metres or thereby east of point 10 as shown by a heavy black line between the points marked “point M” and “point N” on the plan.

8. From a point 50 metres or thereby west, north-west of point 11 generally in a south-westerly direction for a distance of 20 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 O” and “point P” on the plan.

9. From a point 70 metres or thereby north-west of point 11 in a clockwise direction for a distance of 285 metres or thereby returning to the same point 70 metres or thereby north-west of point 11 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point N”, “point Q”, “point S”, “point O” and returning to the same “point N” on the plan.

10. From a point 50 metres or thereby north-east of point 11 generally in a south-easterly direction for a distance of 220 metres or thereby to a point 235 metres or thereby east, south-east of point 11 as shown by a heavy black line between the points marked “point Q” and “point R” on the plan.

11. From a point 30 metres or thereby north of point 12 in a clockwise direction for a distance of 285 metres or thereby returning to the same point 30 metres or thereby north of point 12 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point T”, “point U”, “point L” and returning to the same “point T” on the plan.

12. From a point 45 metres or thereby east, south-east of point 12 generally in an east, south-easterly direction for a distance of 1350 metres or thereby to a point 1360 metres or thereby east, south-east of point 12 as shown by a heavy black line between the points marked “point U” and “point V” on the plan.

13. From a point 310 metres or thereby north, north-west of point 14 generally in a south-easterly direction for a distance of 30 metres or thereby to a point 270 metres or thereby north, north-west of point 14 as shown by a heavy black line between the points marked “point W” and “point X” on the plan.

14. From a point 270 metres or thereby north, north-west of point 14 generally in a southerly direction for a distance of 170 metres or thereby to a point 130 metres or thereby north-west of point 14 as shown by a heavy black line between points marked “point X” and “point Y” on the plan.

15. From a point 130 metres or thereby north-west of point 14 generally in a south, south-westerly direction for a distance of 30 metres or thereby to a point 110 metres or thereby north-west of point 14 as shown by a heavy black line between the points marked “point Y” and “point Z” on the plan.

16. From a point 90 metres or thereby north-west of point 14 generally in a northerly direction for a distance of 230 metres or thereby to a point 300 metres or thereby north, north-west of

point 14 as shown by a heavy black line between the points marked “point AA” and “point AB” on the plan.

17. From a point 310 metres or thereby north, north-west of point 14 in a clockwise direction for a distance of 315 metres or thereby returning to the same point 310 metres or thereby north, north-west of point 14 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point W”, “point V”, “point AC”, “point AO”, “point AB” and returning to the same “point W” on the plan.

18. From a point 430 metres or thereby north, north-west of point 14 generally in a northerly direction for a distance of 130 metres or thereby to a point 530 metres or thereby north of point 14 as shown by a heavy black line between the points marked “point AC” and “point AD” on the plan.

19. From a point 940 metres or thereby west, of point 13 generally in an easterly direction for a distance of 560 metres or thereby to a point 390 metres or thereby west, north-west of point 13 as shown by a heavy black line between the points marked “point AE” and “point AF” on the plan.

20. From a point 390 metres or thereby west, north-west of point 13 in a clockwise direction for a distance of 315 metres or thereby returning to the same point 390 metres or thereby west, north-west of point 13 forming a circulatory carriageway of the roundabout as shown by a heavy black line between the points marked “point AF”, “point AG”, “point AL”, “point AM”, “point AD” and returning to the same “point AF” on the plan.

21. From a point 330 metres or thereby north-west of point 13 generally in an easterly direction for a distance of 40 metres or thereby to a point 300 metres or thereby north-west of point 13 as shown by a heavy black line between the points marked “point AG” and “point AH” on the plan.

22. From a point 300 metres or thereby north-west of point 13 generally in an easterly direction for a distance of 180 metres or thereby to a point 180 metres north, north-west of point 13 as shown by a heavy black line between the points marked “point AH” and “point AI” on the plan.

23. From a point 180 metres or thereby north, north-west of point 13 generally in an easterly direction for a distance of 30 metres or thereby to a point 180 metres or thereby north of point 13 as shown by a heavy black line between the points marked “point AI” and “point AJ” on the plan.

24. From a point 150 metres or thereby north, north-west of point 13 generally in a westerly direction for a distance of 220 metres or thereby to a point 280 metres or thereby north-west of point 13 as shown by a heavy black line between the points marked “point AK” and “point AL” on the plan.

25. From a point 270 metres or thereby west, north-west of point 13 generally in a south-easterly then easterly then north-easterly direction for a distance of 2.1 kilometres or thereby to a point 80 metres or thereby north-west of point 15 as shown by a heavy black line between the points marked “point AM” and “point AN” on the plan.

26. From a point 345 metres or thereby north of point 14 generally in a north-easterly then easterly direction for a distance of 520 metres or thereby to a point 530 metres or thereby north-east of point 14 as shown by a heavy black line between the points marked “point AO” and “point AP” on the plan.

27. From a point 330 metres or thereby south-west of point 15 generally in a north-easterly direction for a distance of 340 metres or thereby to a point 80 metres or thereby south-east of point 15 as shown by a heavy black line between the points marked “point AQ” and “point AR” on the plan.

28. From a point 320 metres or thereby east, north-east of point 1 in a generally north-easterly direction for a distance of 20 metres or thereby to a point 340 metres or thereby east, north-east of point 1 as shown by a heavy black line between the points marked “point AS” and “point AT” on the plan.

LENGTHS OF EXISTING ROAD TO BE TRUNK ROAD

29. That length of the existing A89 Coatbridge Road from a point 475 metres or thereby east, north-east of point 1 in a generally north-easterly then easterly then south-easterly then easterly direction for a distance of 700 metres or thereby to a point 80 metres or thereby east of point 2 as shown by a heavy black line between the points marked “point C” and “point D” on the plan.

30. That length of the existing A89 Coatbridge Road from a point 500 metres or thereby east, north-east of point 1 in a generally north-easterly direction for a distance of 650 metres or thereby to a point 100 metres or thereby east, south-east of point 2 as shown by a heavy black line between the points marked “point F” and “point G” on the plan.

31. From a point 180 metres or thereby north of point 12 generally in a southerly direction for a distance of 150 metres or thereby to a point 30 metres or thereby north of point 12 as shown by a heavy black line between the points marked “point S” and “point T” on the plan.

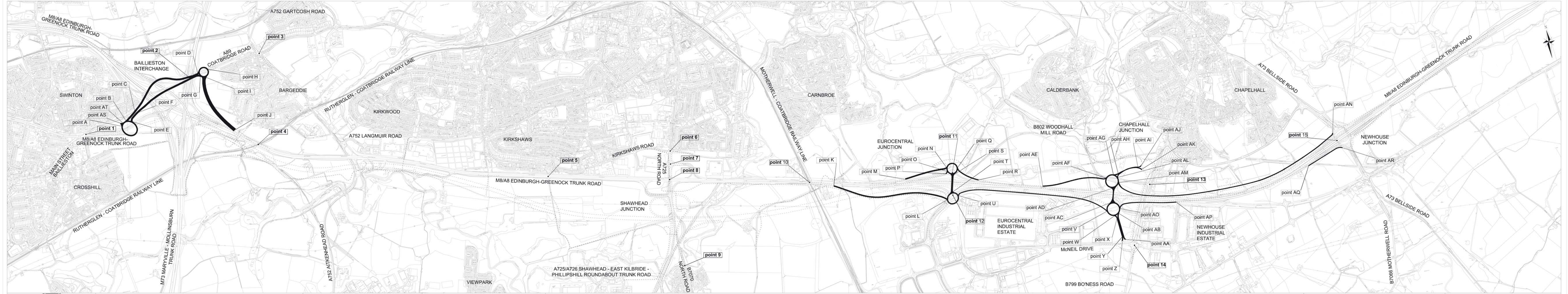
EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides that the lengths of road described in the Schedule, shall become trunk road on the date this Order comes into force. The Schedule identifies the lengths of new road which shall become trunk road, and the lengths of existing road which shall become trunk road.

As such the roads authority for those lengths of road will be the Scottish Ministers.

Copies of the Environmental Statement prepared for the project, and the plan referred to in the Order, may be inspected, free of charge, at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF between 0900 hours and 1630 hours (Monday to Friday, excluding public holidays).

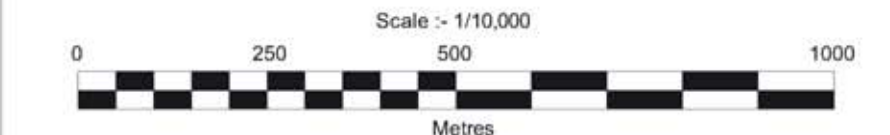


LEGEND:- LINE OF NEW TRUNK ROAD
ASSOCIATED ROAD PROPOSALS

This plan shows the line of the new trunk road but does not represent the widths or levels of the proposed roads, or the land to be occupied by them.

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The A8 Trunk Road (Baillieston to Newhouse)
Order 2011



plan OTG/1404/3002

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