

**2011 No. 10**

**ROADS AND BRIDGES**

**SPECIAL ROADS**

**The M8 (Baillieston to Newhouse) Special Road Scheme 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 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), 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 Scheme is made in accordance with the provisions of Parts II and III of Schedule 1(g) 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.
- (e) O.J. L 73, 14.3.1997, p.5.
- (f) O.J. L 156, 25.6.2003, p.17.
- (g) 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 (asp 8), section 24, schedule 2, paragraph 3, and schedule 3, and also by S.S.I. 1999/1 and 2006/614.

### **Citation and commencement**

1. This Scheme may be cited as the M8 (Baillieston to Newhouse) Special Road Scheme 2011 and comes into force on the 28th day after the day on which it is approved by resolution of the Scottish Parliament.

### **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 2011, become a trunk road on the date this Scheme comes into force.

### **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 prescribed for the purpose of the use of the special road, the routes of which are described in the Schedule.

Buchanan House  
Glasgow  
18th January 2011

*A C MCLAUGHLIN*  
A member of the staff of the Scottish Ministers

**SCHEDULE**  
**SPECIAL ROAD**  
**INTERPRETATION**

Paragraph 2

In this Schedule—

“the plan” means the plan numbered OTG/1404/1001 entitled “The M8 (Baillieston to Newhouse) Special Road Scheme 2011”, 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 junction of the existing centrelines of the eastbound carriageway of the M8/A8 Edinburgh-Greenock Trunk Road, the westbound carriageway of the A89 Coatbridge Road and Main Street, Baillieston 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 then south-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.

## **EXPLANATORY NOTE**

*(This note is not part of the Scheme)*

This Scheme at paragraph 2(1) authorises the Scottish Ministers, as special road authority, to provide a special road along those routes described in the Schedule, between Baillieston and Newhouse.

Paragraph 2(2) provides that, except insofar as the special road is to be provided by appropriating existing lengths of trunk road, this special road will become trunk road on the date of the coming into force of the Scheme. The exception in this provision in respect of existing lengths of trunk road reflects that those lengths of road are already classified as trunk road.

Paragraph 3 prescribes the classes of traffic which are permitted to use the special road.

Copies of the Environmental Statement prepared for the project, and the plan referred to in the Scheme, 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).



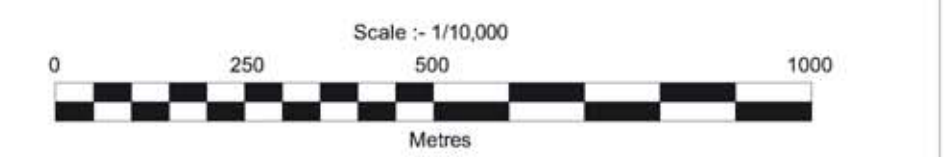


LEGEND:- LINE OF THE SPECIAL ROAD  
 ASSOCIATED ROAD PROPOSALS

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 M8 (Baillieston to Newhouse)  
 Special Road Scheme 2011



plan OTG/1404/1001



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