This is Document "Schedule 3 Part 2" referred to in this Contract

SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE UNIT

CONTENTS

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE UNIT

1 EXTENT OF THE UNIT

1.1 General

1.1.1 Subject to the other provisions of this Contract this Part 2 of this Schedule 3 identifies information relating to the extent of Unit that shall require to be managed and to be maintained by the Operating Company.

1.1.2 Such information shall be as referred to in Annexes 3.2/A 3.2/B 3.2/C 3.2/D 3/2E and 3/2F of this Part 2 of this Schedule 3.

1.1.3 The extent of the Unit for which the Operating Company shall be responsible shall be

(i) within the Trunk Road boundary as referred to in Annex 3.2/A of this Part 2 of this Schedule 3

(ii) to the interfaces with local authority roads as referred to in Annex 3.2/B and paragraph 1.2.1 to 1.2.4 of this Part 2 of this Schedule 3

(iii) to the interfaces at the Unit boundary with adjacent Trunk Road Units as referred to in Annex 3.2/C and paragraph 1.3.1 of this Part 2 of this Schedule 3 and

(iv) parts of the Unit outwith the Trunk Road boundary as referred to in Annex 3.2/D of this Part 2 of this Schedule 3.

1.1.4 The Operating Company shall not be responsible for the maintenance of the features within the Trunk Road boundary of the Unit as referred to in Annex 3.2/E of this Part 2 of this Schedule 3.

1.1.5 In respect of any local authority roads that shall also be necessary to be used by the Operating Company on a temporary basis for part of any necessary temporary traffic management in connection with the carrying out of any Site Operations the Operating Company shall consult with the appropriate local roads authority responsible for any such contiguous non-Trunk Roads for the purpose of gaining access for use of the same for carrying out any of the said temporary traffic management.

1.2 Standard Interfaces with Local Authority Roads

1.2.1 The Operating Company shall refer to and comply with "Extent of the Trunk Road network" published by the Scottish Executive Enterprise Transport and Lifelong Learning Department as referred to in Appendix 1 of Annex 3.2/B of this Part 2 of this Schedule 3 except as otherwise provided in paragraph 1.2.4 of this Part 2 of this Schedule 3 to determine its responsibilities in respect of Operations where Trunk Roads interface with local roads.

The Extent of the Trunk Road network document identifies the protocols for determining the boundaries between the Trunk Road and local roads for the purposes of the Operations.

1.2.2 The Operating Company shall liaise with

(i) other operating companies and the like

(ii) local authorities and the like and

(iii) other third party organisations

responsible for Trunk Roads and non-Trunk Roads adjoining the Unit to ensure that

(iv) any local arrangements for maintenance and

(v) any documented cross boundary arrangements

including but not limited to arrangements for

(vi) Winter Service and

(vii) Emergency response

shall be managed in a co-ordinated manner.

1.2.3 The Operating Company shall identify and record any locations where such arrangements shall not conform with the protocols set out in the "Extent of the Trunk Road network" document referred to in Annex 3.2/B of this Part 2 of this Schedule 3 and shall inform the Director in writing of such.

1.2.4 Interfaces between the M8 motorway Trunk Road and those roads for which Glasgow City Council are the local roads authority shall be as referred to in Appendix 2 of Annex 3.2/B of this Part 2 of this Schedule 3.

1.3 Interface arrangements for Trunk Roads at the Unit boundary

1.3.1 Details of the interface arrangements for the Trunk Roads at the boundary between the Unit and the adjacent Unit are detailed in Annex 3.2/C of this Part 2 of this Schedule 3.

1.4 Access to Shared Electrical Circuits and Equipment

1.4.1 The Operating Company shall be responsible for the Operating Company obligations referred to in the Procedures for Accessing Road Lighting Electrical Equipment operated by the Scottish Ministers and local roads authorities as referred to in Annex 3.2/F of this Part 2 of this Schedule 3.

1.4.2 The Operating Company shall liaise with

(i) other operating companies

(ii) local authorities and

(iii) other organisations responsible for Trunk Roads and other roads contiguous with the Unit

in order to identify all locations where access shall be required by the Operating Company to shared electrical equipment for maintenance.

1.4.3 The location of all shared electrical equipment shall be recorded by the Operating Company no later than the end of the First Annual Period in a register which shall be kept and maintained in the Central Office.

The Operating Company shall keep the register up to date throughout each Annual Period with a record of any

(i) changes

(ii) additions or

(iii) omissions

to the shared electrical equipment.

The Operating Company shall update the register with such changed records within 5 Working Days of

(iv) being notified of any change or

(v) executing such change.

1.4.4 Where access to shared electrical circuits and equipment as referred to in the Procedures for Accessing Shared Road Lighting Electrical Equipment shall be required by

(i) the Operating Company

(ii) the local authority or

(iii) any other authorised organisation

the Operating Company shall ensure that the Procedures for Accessing Shared Road Lighting Electrical Equipment as referred to in Annex 3.2/F of this Part 2 of this Schedule 3 shall be complied with.

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/A - Extent of the South West Unit for which the Operating Company shall be responsible for Operations within the Trunk Road boundary

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/A - Extent of the South West Unit for which the Operating Company shall be responsible for Operations within the Trunk Road boundary

1 LOCATION PLAN

1.1.1 The extent of the South West Unit is shown on drawing number S3P2 001.

2 TRUNK ROADS

2.1 Trunk Roads in the South West Unit

2.1.1 The details of exact interfaces with local roads shall be determined in accordance with the protocols set out in the document "Extent of the Trunk Road network" as referred to in Annex 3.2/B of Part 2 of this Schedule 3 except as otherwise provided in paragraph 1.2.4 Part 2 of this Schedule 3.

2.1.2 Subject to the other provisions of this contract including but not limited to the provisions of Clause 7.2.1 of Schedule 1 the Trunk Roads referred to in this paragraph 2.1.2 of Annex 3.2/A to this Part 2 of this Schedule 3 given below gives the extent of the South West Unit for which the Operating Company shall be responsible for carrying out Operations within the Trunk Road boundary.

(i) M8/A8 Edinburgh - Greenock Trunk Road from the junction of the A8 with the M8 at Baillieston Interchange Glasgow at Ordnance Survey co-ordinates 269550,664000 leading generally westwards for a distance of 53 kilometres or thereby to its junction with the A78 at and including Bullring Roundabout Greenock and including that part of the said Trunk Road from and including Baillieston Roundabout Glasgow to but excluding the Baillieston Traffic Signals at the junction with the A89 Coatbridge Road/Edinburgh Road Glasgow at Ordnance Survey co-ordinates 268300,664200.

(ii) M73 Maryville - Mollinsburn Trunk Road from its junction with the M74 at Maryville Interchange Glasgow leading generally northwards for a distance of 11 kilometres or thereby to its junction with the A80 at Mollinsburn Interchange Mollinsburn.

(iii) M74/A74(M)/A74 Glasgow - Carlisle Trunk Road from but excluding its junction with Fullarton Road Glasgow (M74 Junction 1) leading generally south-eastwards for a distance of 42 kilometres or thereby to M74 Junction 12 at Millbank at Ordnance Survey co-ordinates 285916,632474.

(iv) M77/A77 Glasgow – Stranraer Trunk Road from its junction with the M8 at Plantation Glasgow (M8 junction 22) leading generally south westwards for a distance of 11 kilometres or thereby to the M77 Junction at Malletsheugh at Ordnance Survey Co-ordinates 252363,654976

(v) M77/A77 Glasgow – Stranraer Trunk Road from its junction with the M77 at Meiklewood Junction at Ordnance Survey Co-ordinates 244724,640836

leading generally South Westwards for a distance of 97 kilometres or thereby to and including its junction with the A75 at London Road Stranraer including the roundabout at the A77/A76 at Bellfield Interchange Kilmarnock.

(vi) M80/A80 Glasgow - Stirling Trunk Road from its junction with the M8 at Provan Interchange Glasgow (M8 Junction 13) leading generally north-eastwards for a distance of 8 kilometres or thereby to the junction of the M80 with the A80 at but excluding Crowwood Roundabout Stepps.

(vii) M898/A898 Erskine Bridge Trunk Road from its junction with the M8 at Craigton Interchange Erskine (M8 Junction 30) leading generally north-eastwards for a distance of 4 kilometres or thereby to its junction with the A82 at Dalnottar Interchange Old Kilpatrick.

(viii) A75 Gretna - Dumfries - Stranraer Trunk Road from its junction with the A74(M) at Gretna leading generally westwards for a distance of 158 kilometres or thereby to but excluding its junction with the A77 at London Road Stranraer.

(ix) A76 Dumfries - Kilmarnock Trunk Road from its junction with the A75 at but excluding an unnamed roundabout at Dumfries Bypass leading generally north-westwards for a distance of 91 kilometres or thereby to its junction with the A77 at but excluding the roundabout at the A77/A76 at Bellfield Interchange Kilmarnock.

(x) A78 Greenock - Prestwick Trunk Road from its junction with the A8 at but excluding Bullring Roundabout Greenock leading generally southwards for a distance of 67 kilometres or thereby to its junction with the A77 at but excluding Dutch House Roundabout Monkton.

(xi) A82 Dalnottar - Inverness Trunk Road from its junction with the A898 at Dalnottar Interchange Old Kilpatrick leading generally north-westwards for a distance of 15 kilometres or thereby to and including Stoneymollan Roundabout Alexandria.

(xii) A701 Dumfries - Beattock Trunk Road from its junction with the A75 at but excluding an unnamed roundabout at Dumfries Bypass leading generally north-eastwards for a distance of 30 kilometres or thereby to its junction with the A74(M) at and including the eastmost roundabout leading on to the A74(M) at Beattock.

(xiii) A725/A726 Shawhead - East Kilbride - Carmunnock Bypass Trunk Road from its junction with the eastbound on slip road to and from the A8 at Shawhead Interchange Coatbridge leading generally south-westwards for a distance of 20.5 kilometres or thereby to its slip roads to the junction with the Glasgow Southern Orbital Road at Phillipshill at Ordnance Survey Coordinates 261510,654604

(xiv) A737/A738 St James Interchange - Kilwinning - Hawkhill Trunk Road from its junction with the M8 at St. James Interchange Paisley leading generally south-westwards for a distance of 34 kilometres or thereby to its junction with the A78 at but excluding Hawkhill Roundabout Stevenston.

(xv) A751 Inchparks - Innermessan Trunk Road from but excluding its junction with the A75 at Inchparks leading generally north-westwards for a distance

of 3 kilometres or thereby to but excluding its junction with the A77 at Innermessan

SCOTTISH EXECUTIVE
Enterprise Transport and Lifelong Learning Department Transportation
Trunk Road Units Map

Trunk Road Map of Scotland

Motorway (Trunk)..... M90
Trunk Road..... A702
City..... GLASGOW
Large Town..... KIRKCALDY

Network Units

- North West Unit
- North East Unit
- South West Unit
- South East Unit
- *M77 DBFO*
- *DBFO-Autolink*

Numbered Local Authorities

1 CLACKMANNANSHIRE
2 WEST DUNBARTONSHIRE
3 EAST DUNBARTONSHIRE
4 NORTH LANARKSHIRE
5 INVERCLYDE
6 RENFREWSHIRE
7 GLASGOW CITY
8 EAST RENFREWSHIRE

Kilometres 10 0 10 20 30
Miles 5 0 10 20

Astron Cartographic Centre
B18553 2/2001

S3P2 001

LOCATION PLAN

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/B - Interfaces with Local Authority Roads

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/B - Interfaces with Local Authority Roads

Appendix 1

This is Document "Extent of the Trunk Road network" referred to in this Contract

The Operating Company shall refer to and comply with this "Extent of the Trunk Road network" as referred to in Annex 3.2/B of this Part 2 of this Schedule 3 to determine its responsibilities in respect of Operations where Trunk Roads interface with local roads.

1 PREFACE

1.1 Introduction

1.1.1 The purpose of producing this document is to establish in descriptive and diagrammatic form concepts that can be used throughout the Trunk Road network when considering the maintenance interfaces between the Trunk Road and other local authority roads.

1.1.2 This document whilst providing guidance on how to assess the interfaces of maintenance responsibilities does not set out to change or in any way amend any legal Definitions That Relate To Any Part Of The Road network.

1.2 General notes on the 'Limits'

1.2.1 In general terms the 'extent of the network' is known in that particular Trunk Roads have start and end points (longitudinally extent) however less easily determined in some locations (particularly at junctions and interchanges) is the lateral extent.

1.2.2 The Roads (Scotland) Act 1984 requires that a road is maintained by the roads authority in whose domain it lies and that the road (from side to side) extends from boundary to boundary. This is equally applicable whether the road under consideration is a Trunk Road or a local road.

1.2.3 The side road orders and the lists of public roads consider the local roads to abut the carriageway of the major/Trunk Road.

1.2.4 Considering the above the limit of the carriageway of a side road will extend to the channel line of the Trunk Road however this may not be the interface when the peripheral elements of the road (verges etc) shall be considered. A fuller description of the way this separation of boundaries shall be considered is described in the various sections within the respective parts of the document.

1.3 Layout of the Document

1.3.1 This document is set out in so that the 'roads' are considered in a progressive way generally from the centre-line outward to the verges and then the boundaries themselves. Hence the first element shall be the surfacing and the last shall be the boundary treatment.

1.4 Scope of the Document

1.4.1 This document relates to rural Trunk Roads including single and dual carriageways. Although it does not relate to motorways and urban roads most of the general principles shall be the same.

1.4.2 Where there shall be any situation related to a Trunk Road/local road interface where this document does not cover a situation the Operating Company shall write to the Director requesting clarification.

1.5 Rural Trunk Roads - Contents

1.5.1 Surfacing

This section illustrates the position of the interface between the surfaces of the 'local' and the Trunk Road surfaces. This takes the legal boundary as referred in paragraph 1.2.2 and applies it to the various junction types that shall be encountered throughout the rural Trunk Road network.

1.5.2 Road Markings

Primarily all white lining on the surfacing of the Trunk Road shall be considered in this section in addition the road markings on the local side roads at junctions and at roundabouts is also addressed.

1.5.3 Kerbs

As part of the carriageway construction kerbs are addressed separately to clearly establish maintenance responsibility at particular locations.

1.5.4 Footways and Grass Strips

This section establishes those elements of pedestrian rights of way cycleways and/or bridlepaths that shall be part of the Trunk Road network and sets down parameters that shall be applied where the maintenance responsibilities may be uncertain.

1.5.5 Roadside Furniture

Most features that shall be present both on and under the grass strips adjacent to the running surface of the Trunk Road shall be considered as being linear or non-linear in nature. This section considers safety barriers pedestrian fencing drainage lighting etc. These features are all linear in nature.

1.5.6 Road Signs and Traffic Management Systems

This section deals specifically with road signs of various types and in all locations and with the maintenance aspects of traffic signals.

1.5.7 Structures

This section covers the maintenance issues relating to;

(i) Overbridges

(ii) Underbridges

(iii) Underpasses

(iv) Culverts

(v) River Crossings

(vi) Railway Bridges, and

(vii) Gantries

1.5.8 Earthworks and Retaining Structures

1.5.9 Boundary Walls and Fences

1.5.10 List of Illustrations

2 SURFACING

2.1 Interchanges

2.1.1 In considering a typical interchange arrangement where the Trunk Road passes over or under a local road the mainline and the slip roads will be part of the Trunk Road network. Sketch Nos. SE/EOTN/009 and SE/EOTN/010 refer.

2.1.2 At the limit of the slip road the interface with the local road shall be considered in the same manner as for a simple T-junction. Therefore the carriageway surfacing of the slip-road shall extend to meet the local road at the channel line with the associated kerbing also being maintained by the Operating Company (see paragraphs 4.3.1 and 4.3.2). Sketch No. SE/EOTN/001 refers.

2.1.3 Simple T-junction

This scenario provides the basis for many other situations. Any 'road' shall incorporate the verges footways carriageway etc between the lateral boundaries but in this section only the surfacing is being considered.

2.1.4 The interface between the areas of surfacing only shall be the channel line across the junction parallel to the centre-line of the Trunk Road and a continuation of the front face of the mainline kerb (where one is present). As shown in Sketch No. SE/EOTN/002.

Therefore the area of the surfacing in the junction in this case that shall be maintained by the local roads authority includes the area of the bellmouth. Where more complex arrangements of junction layout exist there are additional criteria to be considered when deciding where maintenance interfaces of the surfacing, shall be (see paragraphs 2.1.5 to 2.1.7.).

2.1.5 T-junction with Acceleration/Deceleration lanes or tapers

2.1.5.1 The acceleration/deceleration lanes and tapers at interchanges as elements of the major road slip-roads shall all be considered as part of the Trunk Road network. The same philosophy shall be applied at complex T-junctions.

2.1.6 Where there shall be a deceleration lane into a left turn off the Trunk Road and an acceleration taper or large radius out onto the Trunk Road there shall be a need to establish the hierarchy of the elements of the junction. Placing the highest ranking at the top this shall be

(i) Trunk Road

(ii) Side Road

(iii) Deceleration lane, taper etc

Hence, the deceleration lane/taper etc shall interface with the local road which in turn shall interface with the Trunk Road. This is the same regime as exists at an

interchange as described in paragraphs 2.1.1 to 2.2.3 except there is no direct local road/Trunk Road interface in the interchange.

2.1.7 Therefore the area of the surfacing in the junction in these cases that shall be maintained by the local roads authority includes that area that lies between the projected channels of the local road and the channel of the Trunk Road. Refer to Sketch No. SE/EOTN/003.

2.2 Roundabouts

2.2.1 Each entry and exit shall be considered as 'simple T-junctions'. This approach to the maintenance of surfacing shall clarify which elements of white-lining kerbing etc shall be maintained by whom and where the Winter Service or local authority winter maintenance duties lie.

2.2.2 Where the roundabout shall form part of a through Trunk Road (i.e. there shall be two or more Trunk Road links involved at the roundabout) the circulatory carriageway(s) will be considered as being part of the Trunk Road network.

2.2.3 Where the roundabout shall form part of an interchange where Trunk Roads and local roads shall be grade-separated the slip-roads shall be part of the Trunk Road network (as in paragraphs 2.1.1 and 2.1.2). The slip-roads shall terminate at the channel line of the circulatory carriageway with the circulatory carriageway itself forming part of the side road. In this arrangement the maintenance responsibility for the roundabout shall lie with the local roads authority. Refer to Sketch No. SE/EOTN/004.

2.3 Private Accesses

2.3.1 Where an access shall be provided into private property directly off the Trunk Road, then the construction of this shall be agreed with the Operating Company on behalf of the Director and to Scottish Executive standards. The future maintenance of the running surface of such accesses within specific limits e.g. to the 'line of the back of verge' shall be the responsibility of the Operating Company. This shall ensure that the entry to the access shall be maintained in an acceptable condition in terms of road safety etc i.e. the access shall not be allowed to deteriorate to an extent where loose material or excessive water could introduce a safety hazard onto the Trunk Road. Refer to Sketch No. SE/EOTN/005.

3 ROAD MARKINGS

3.1 General

3.1.1 All white road markings on the carriageway of the Trunk Road shall be maintained as part of the Trunk Road network.

3.2 'Give Way' markings at Trunk Road/Local Road interface

3.2.1 Currently there are two layouts for the 'Give Way' markings both of which are considered in the following text. For illustration purposes reference can be made to Figures 5.3(a) and 5.3(b) within Chapter 5 of the 1985 edition of the Traffic Signs Manual. These figures show the layout of markings where the Trunk Road has or does not have white edge lines.

3.2.2 For both situations the white double-dashed marks (to Diag.1003) at a local road/Trunk Road interface shall be located wholly on the local road surfacing and shall therefore be the maintenance responsibility of the local roads authority.

3.2.3 The centre-line markings (to Diag. 1004) and the inverted triangle (to Diag. 1023), shall be located wholly on the local road surfacing and shall therefore be the maintenance responsibility of the local roads authority

3.2.4 For both the above line arrangements if the Operating Company shall be carrying out routine white line 'refreshing' works, it shall also 'refresh' the road markings of the local road that are 'directly associated with' the 'Give Way'.

3.2.5 For both arrangements discussed in paragraphs 3.2.1 to 3.2.3 there may be occasions when the markings on the local road shall be affected in some way by Operations carried out as part of Trunk Road maintenance. If damage shall occur due to overlay work or carriageway reconstruction Operations or Works then the affected white lining shall be replaced as part of these Operations or Works.

3.2.6 Where there are deceleration lanes with 'Give Way Lines' at the interface with the local road then since these markings are on the surfacing of the deceleration lane or taper (which shall be the maintenance responsibility of the Operating Company) they shall be maintained as part of the Trunk Road network.

3.2.7 The general concept of the above paragraphs is that the authority on whose surfacing the road markings shall lie shall carry out the maintenance of those markings.

3.2.8 Where the road markings described above shall be accompanied by a 'Give Way' road sign (to Diag. 602) then this sign if located within the verge or grass strip that shall be maintained as part of the Trunk Road shall also be maintained by the Operating Company.

4 KERBS

4.1 General

4.1.1 It is considered that road kerbs shall be regarded as 'belonging' (for maintenance purposes) to those who have the maintenance responsibility for the adjacent carriageway surfacing. In general terms all the road edge and central reserve kerbing within the boundary of the Trunk Road shall be maintained by the Operating Company except where part of the construction of a local road see paragraphs 4.3.1 and 4.3.2.

4.2 At Splitter Islands

4.2.1 Kerbs to local road splitter islands shall be maintained by the same authority as shall maintain the adjacent carriageway surfacing, i.e. the local roads authority.

4.3 At Junctions

4.3.1 At a simple T-junction refer to paragraphs 2.1.3 and 2.1.4 regarding the surfacing the interface shall be at the common tangent point at the Trunk Road end of the entrance/exit radius (this being the interface of the two areas of surfacing).

4.3.2 At complex junctions the kerbing to be maintained by the Operating Company shall extend to the limit of the surfacing to be maintained by the Operating

Company. In some locations this shall mean that the Trunk Road kerb shall terminate at the tangent point on the local road.

4.4 Damage or other necessary modification work

4.4.1 Should the Operating Company or Local Authority damage kerbs of the other then repairs shall be carried out to make good. This applies to all cases and may be the result of activities involved with road reconstruction resurfacing or other carriageway realignment works.

5 FOOTWAYS & GRASS STRIPS

5.1 General

5.1.1 In general the footways cycleways grass strips road cuttings and embankments associated with a road and lying within the Trunk Road boundary shall form part of the Trunk Road. In some locations where a footway/footpath/cycleway shall be part of a network of local authority 'rights of way' and shall be short in length maintenance of this shall be with the local authority throughout. This exception will not affect the maintenance of any other part of the road on which the feature may lie (see paragraphs 5.2.3 and 5.2.4). If a grass strip shall be created between a footway and the Trunk Road kerb and shall be within the Trunk Road boundary then this grass strip shall be part of the Trunk Road network however the footway itself in this area may be considered differently.

5.2 Footways

5.2.1 Where there shall be a footway immediately adjacent to the Trunk Road then this will be part of the Trunk Road network.

5.2.2 The Trunk Road footway shall not always be parallel to the Trunk Road centreline e.g. at a junction where the path may 'wrap-around' into the local road. Refer to Sketch No. SE/EOTN/006.

5.2.2.1 Where the footway shall deviate from the general alignment of the Trunk Road and there shall be no connection to a local authority footway then the maintenance of this footway shall remain with the Operating Company.

5.2.2.2 If there shall be a connection to a local authority footway then it will be necessary to establish a practical location for the interface that shall be appropriate for both parties. This interface may be at the point where the two footways meet or if this shall be further than say 5 metres beyond the Trunk Road boundary than the boundary of the Trunk Road shall be the limit of the Trunk Road footway.

5.2.3 Where a footway etc shall be located within the Trunk Road boundary it shall be likely that it will be maintained by the Operating Company. There shall be situations where this shall not be the case e.g. where a local authority path utilises an underpass to cross directly under or an overbridge to pass over a Trunk Road.

If the footway shall be part of a local authority network of paths then the length located within the Trunk Road boundary shall be maintained by the local road authority.

5.2.4 The following paragraphs 5.2.4.1, 5.2.4.2 and 5.2.4.3 consider the practicalities of the maintenance responsibilities for footways etc that are associated with the different road hierarchies.

5.2.4.1 Where a footway that shall connect two lengths of local authority footway shall be interrupted by a Trunk Road roundabout then the connecting footpaths shall be maintained by the local authority (see Sketch No. SE/EOTN/ 006). If this route requires that the footpath shall utilise a splitter island or central reserve when crossing the Trunk Road the section of path on the island shall be maintained by the Operating Company.

5.2.4.2 Where a footway follows the route of the Trunk Road it shall be maintained by the Operating Company. If this path does not connect with a local roads authority footway then it shall be maintained throughout by the Operating Company except where it may utilise a splitter island or central reserve on the local road. This section at the central reserve or splitter island shall be maintained by the local roads authority.

5.2.4.3 Where there shall be a link to a Trunk Road footway of any sort at a roundabout where other footways shall be present then all the paths at the roundabout connected to that footway shall be considered as maintainable by the Operating Company and the other criteria referred above shall be used.

6 'VERGES' & ROADSIDE FURNITURE

6.1 General

6.1.1 Roadside furniture including the above and below ground features that shall be located within the boundary of the Trunk Road shall generally be the maintenance responsibility of the Operating Company. There shall be some exceptions to the general rule and these are described in the following paragraphs. There shall also be some factors that may increase the scope of maintenance of some features and these too are described in the following paragraphs.

6.2 Safety Fencing and Pedestrian Guardrails at Junctions and at Structures

6.2.1 Generally safety barriers installed at 'at-grade' junctions shall be part of the Trunk Road network. The integrity of the barrier within the Trunk Road boundary shall be maintained and hence a maximum distance of 30 metres beyond the Trunk Road boundary shall be maintained by the Operating Company. If another feature interrupts this length then this shall be considered as the limit.

6.2.2 Where a pedestrian guardrail shall be installed this shall be maintained by the authority that is responsible for its associated footway. Where the pedestrian guardrail shall be part of the Trunk Road network and it shall continue without interruption beyond the Trunk Road boundary the limit of this guardrail shall be only of sufficient length to maintain the integrity of the rail in question. This limit could be at a pedestrian crossing.

6.2.3 At Structures the parapet guardrail shall be considered as part of the Structure and hence maintained as part of the Trunk Road network. In cases where there shall be a short length of tensioned or untensioned safety barrier (that is an extension of that related to an interchange slip-road) that shall be connected to such a parapet then this barrier including the connection itself shall be maintained as part of the Trunk Road network. Where safety barriers shall be adjacent to side roads that pass over the Trunk Road and no carriageway connection to the Trunk Road shall be made then these barriers (except for the 30 metre 'lead-in' and 7.5 metre 'tail-out') shall be maintained by the local road authority. The connection between the

safety barrier and the parapet (or the two parts of 'shared barrier') shall be part of the Trunk Road network. Refer to Sketch No. SE/EOTN/007.

6.3 Drainage

6.3.1 Underground drainage pipework shall be considered as a 'linear' feature. The maintenance of it as part of the Trunk Road network shall extend to the last manhole prior to the point of discharge, even if this shall be beyond the boundary of the Trunk Road network. If this manhole shall have a common function (providing for more than one drainage system) then responsibility for the maintenance of the common manhole will lie with the Operating Company. This responsibility shall remain until the point of discharge to a watercourse or other conveying system at which point the ownership/maintenance responsibility shall move on to the next riparian owner. Refer to Sketch No. SE/EOTN/008.

6.3.2 Where the outfall manhole shall be located within the boundary of the Trunk Road network the maintenance shall be as in paragraph 6.3.1. If the local roads authority drainage also uses this manhole then it shall have access to maintain their apparatus.

6.3.3 Open ditches etc shall follow the same general principles as those for piped systems.

6.3.4 Gullies shall be maintained by the authority in whose area they are located e.g. those that shall be within the bell-mouth of a 'simple T-junction' shall be the maintenance responsibility of the local roads authority. Where a gully shall be located in surfacing that shall be maintained by the Operating Company then it shall also be maintained by the Operating Company. In all cases the gully tail shall be considered as part of the gully.

6.4 Lighting (including lighting circuits)

6.4.1 Whilst lighting columns are discrete features the power circuits that supply them shall be regarded as 'linear' items the situation may be complicated by the location and power origin for the control pillars.

Normally the Operating Company shall be responsible for the maintenance of the whole lighting system that shall be necessary for the illumination of the Trunk Road and associated local road carriageways required for the safe movement of vehicular traffic along as well as to and from the Trunk Road. Generally the limit of the lighting provided and maintained as part of the Trunk Road shall be the Trunk Road boundary. However at junctions in remote areas where there shall be an absence of local roads authority lighting the Trunk Road lighting network shall be extended into the local road to ensure a safe level of illumination at the junction.

6.4.2 Illuminated bollards mounted on kerbed splitter islands shall usually take their power from the nearest lighting column. These bollards and ducting shall be the responsibility of the local roads authority. The cabling to such bollards from the terminals within the column shall be the responsibility of the local roads authority. This shall provide a discrete location at which maintenance can change from one party to the other. However it is recognised that it will be necessary to isolate the power supply at the control pillar prior to effecting any repair work that may be required at the bollard locations.

6.4.3 All lighting on local roads that pass over or under the Trunk Road is the responsibility of the local roads authority. This shall be extended to include the one or two columns on the ends of slip-roads (where appropriate) since these shall only be present where the side road itself shall be illuminated. It shall be the responsibility of the Trunk Road network to provide this lighting at the 'ends' of the slip-roads at Motorway interchanges since Motorway Regulations are applicable to the slip-roads themselves.

6.4.4 In the simplest case the Trunk Road lighting will be supplied in isolation from a control pillar located within the Trunk Road network boundary. More complex situations shall probably be the norm and in such cases the health & safety aspect of how maintenance can be carried out shall play the major part in determining the strategy for such work.

It should be possible to establish a standard and safe working principle that can be adopted throughout the road network that facilitates maintenance operatives from different units/authorities etc having access to and working on a control panel without endangering the wellbeing of a second party ('The 3-padlock system'). If it shall not be feasible to accommodate this manner of working safely then a system for passing over possession of the panel in a controlled way shall be established by the Operating Company to ensure that no part of the electrical system shall be energised whilst maintenance work is ongoing.

7 ROAD SIGNS & TRAFFIC MANAGEMENT SYSTEMS

7.1 Signs

7.1.1 The signs that shall be located within the verge of the Trunk Road shall be maintained as part of the Trunk Road network unless they shall be 'third-party' signs which shall be the responsibility of the appropriate third party. It shall be necessary to identify these as individual items at each location.

7.1.2 Advance signs 'White and Black' (Non-Primary Route Directional Signs) that may have been installed as part of the works in constructing a new Trunk Road, but which shall be located on the verge of the side road shall be maintained by the local roads authority.

7.1.3 Advance signs 'Green & White' (Primary Route Directional Signs) that shall have been installed as part of works relating to the Trunk Road and located on the verge of the side road but complying with the requirements of the current legislation shall be maintained by the Operating Company.

There are local roads that have been de-trunked from their previous Trunk Road status. Where 'green and white' signs remain on such roads in advance of junctions the maintenance of such signs shall be the responsibility of the local roads authority. The onus shall be with these authorities to replace such signs with appropriate 'White and black' versions with the new road designations thereon.

7.1.4 Signs other than 'third-party' signs located on splitter islands shall be maintained by the same party as shall be responsible for the maintenance of the island.

7.2 Traffic Signals

7.2.1 At all traffic signal-controlled junctions the whole system shall be the maintenance responsibility of the Operating Company. In some of the cities the

local authority operates a management system to monitor the apparatus and performance at signalised junctions on behalf of the Director.

7.2.2 At all traffic signal-controlled pedestrian crossings the whole system shall fall within the maintenance responsibility of the Operating Company.

8 STRUCTURES

8.1 General

8.1.1 Generally the Structures that shall be encountered as part of the Trunk Road network shall fall into the following categories.

(i) Overbridges - these support another road* over the Trunk Road,

(ii) Underbridges - these support the Trunk Road where another road* passes under,

(iii) Underpasses - these support the Trunk Road where a private access passes under

(iv) Culverts - allow water to pass below the Trunk Road

(v) River Crossings - allow water to pass below the Trunk Road

(vi) Railway Bridges - Structures at grade-separated crossings of roads and railways

(vii) Gantries - for the support of road signs, lights or Variable Message Sign units adjacent to or over the Trunk Road.

* Where 'road' is used above, this may be an adopted local authority road or a private access road. It may also be a footway, cycleway or bridlepath.

8.2 Overbridges

8.2.1 The whole Structure comprising the foundations abutments including the structural backfill bridge deck Structure including the edge-beams and the structural waterproofing and the bridge safety parapet shall be part of the Trunk Road network.

8.2.2 Any lighting columns located on the overbridge as an extension to or part of the local road lighting system shall be in the ownership and the maintenance responsibility of the local roads authority. If these columns shall be 'attached' to the Structure then the integrity of the fixing between the Structure and the columns themselves shall be the responsibility of the Operating Company.

8.2.3 Where the Structure shall support an element of a local roads authority road, that authority shall be responsible for the verges (hard and soft) the pavement and kerbs for the whole of the local road.

8.2.4 If the road supported shall be a private access road, the Operating Company shall be responsible for the surfacing kerbs and verges that shall be on this road and these responsibilities shall extend for a distance of 3 metres beyond the end of the Structure in each direction to ensure that the integrity of the Structure shall be maintained. The private user shall be responsible for the maintenance of the remainder of the private access.

8.3 Underbridges

8.3.1 As above the whole Structure comprising the foundations abutments including the structural backfill bridge deck Structure including the edge-beams and the structural waterproofing and the bridge safety parapet shall be part of the Trunk Road network. The pavement including the verges supported by the Structure along with all other features that shall be necessary for the functional stability of the Trunk Road shall also part of the Trunk Road network.

8.3.2 The local roads authority shall be responsible for the verges (hard and soft) the pavement and kerbs for the whole of the local road and for its associated lighting.

8.4 Underpasses

8.4.1 The general principle is similar to that for underbridges. Where these shall however be provided for accommodation accesses then the maintenance of the 'running surface' etc shall be by the private user.

8.5 Culverts

8.5.1 These shall be pipes below the carriageway between 0.9 and 3.0 metres in diameter. The whole of the Structure shall be part of the maintenance of the Trunk Road network to preserve the structural and functional integrity of the Trunk Road.

8.6 River Crossings

8.6.1 Similar principles apply to these Structures as are utilised at overbridges with the additional parameter that the integrity of the channelled watercourse must be preserved to safeguard the foundations of the Structure itself. Hence the side restraints to the watercourse through the Structure and for some distance up and downstream of the Structure shall be maintained as part of the Trunk Road network.

8.7 Railway Bridges

8.7.1 These naturally fall into two categories

(i) those that carry the Trunk Road over the railway and

(ii) those that carry the railway over the Trunk Road.

8.7.2 Where the Trunk Road shall be supported over a railway the whole of the Structure comprising foundations abutments including structural backfill embankments where appropriate bridge deck Structure including the edge-beams and the structural water-proofing and the bridge safety parapet are part of the Trunk Road network. The envelope of the rail tracks including their structural support the associated services enclosures and support mechanisms shall be the responsibility of the rail operating company.

8.7.3 In the situation where the railway passes over the Trunk Road, the Trunk Road network responsibility shall not include the Structure or any of the supported items these being the full responsibility of the rail operating company. Therefore the Trunk Road network shall be limited through the Structure to the width between the abutments at ground level and the structural stability of the Trunk Road itself.

8.8 Gantries

8.8.1 Within the limits of the Trunk Road network boundaries the maintenance of these shall be with the Operating Company.

8.8.2 The Operating Company will be responsible for the foundations and the Structure itself including the signs that shall be mounted upon it. Where the signs shall be illuminated then this will also be part of the Trunk Road network maintenance regime.

9 EARTHWORKS AND RETAINING STRUCTURES

9.1 Earthworks General

9.1.1 All earthworks whether cutting or embankment that shall be required for the structural integrity of the Trunk Road shall be maintained as part of the Trunk Road network.

9.1.2 It is likely that such earthworks shall have drainage works attached to them and it shall be necessary for these also to be maintained as part of the Trunk Road network.

9.2 Embankments

9.2.1 Embankments shall be required when the levels of the Trunk Road as constructed shall be above the general levels of the original ground profile. These embankments and their associated drainage shall be maintained as part of the Trunk Road network.

9.2.2 Where a structural embankment shall have been constructed as part of the building of the Trunk Road and the side slopes to this embankment shall have been relaxed to enabled the land to be returned to the original farmland then the limit of the structural embankment shall be outside the final Trunk Road boundary. Regardless of this the boundary fence will indicate the limit of the Trunk Road.

9.3 Cuttings

9.3.1 Cuttings are produced when the levels of the Trunk Road as constructed are below the general ground levels of the original ground profile. They may be formed in normal ground conditions where the side slopes shall generally be in the order of 1 in 3, are permeable and hence there may be ground water emanating from the slope. They may be formed in rock. In these situations the slopes shall usually be considerably steeper but are dependent on the orientation of the strata in the rock mass (slopes of 12 in 1 being possible). Water may also be a factor to be recognised in these slopes. In all situations the slopes and their associated drainage requirements (at top and/or bottom of the slope) shall be maintained as part of the Trunk Road.

9.4 Retaining Structures

9.4.1 Generally retaining walls of various types of construction used to reduce the landtake requirement that would be necessary if natural cuttings or embankments were utilised. These shall normally be within the boundary of the Trunk Road and shall be maintained as part of the Trunk Road network.

Where a retaining wall itself shall form the effective boundary of the Trunk Road and it shall support the 'road' it shall be the responsibility of the Operating Company to maintain it.

Where the wall retains land outside the road corridor, the wall shall be the responsibility of the adjacent landowner.

10 BOUNDARY WALLS AND FENCES

10.1 General

10.1.1 Most boundary walls and fences constructed as part of the works for a Trunk Road scheme in a rural situation shall revert to the adjacent landowner after construction. Therefore these items shall become the maintenance responsibility of the landowner/tenant at the end of the satisfactory completion of the contract maintenance period.

Fences that shall be within the Trunk Road boundaries constructed for specific reasons that relate to road safety shall be maintained as part of the Trunk Road network.

These include but shall not be limited to

(i) anti-glare

(ii) noise barrier

(iii) snow fence

(iv) fences around landscape areas

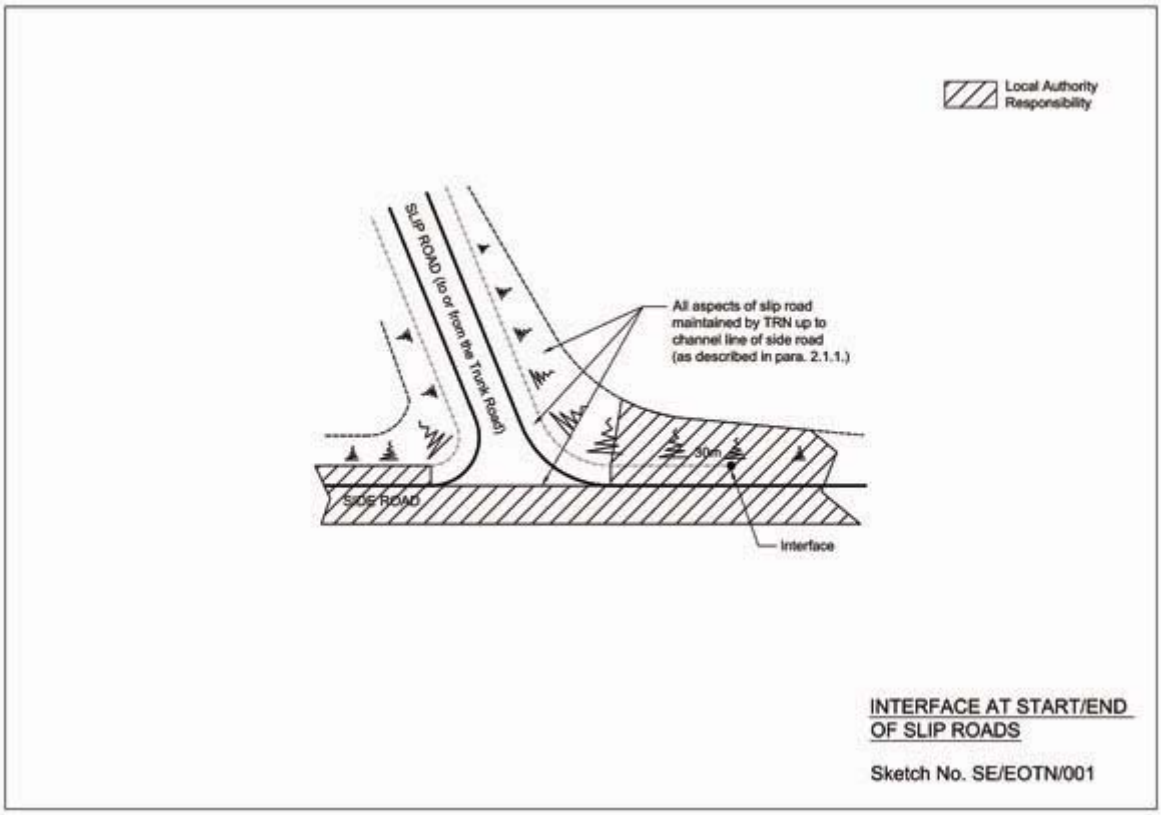
(v) boundaries to Special Roads.

10.1.2 Where boundary walls and/or fences shall be part of a Special Road then the long term maintenance of these shall be the responsibility of the road authority or of the landowner and this responsibility should be made clear and recorded when the construction of the scheme shall be completed.

10.1.3 Should the boundary be the limit of a Motorway then these shall be maintained as part of the Trunk Road network.

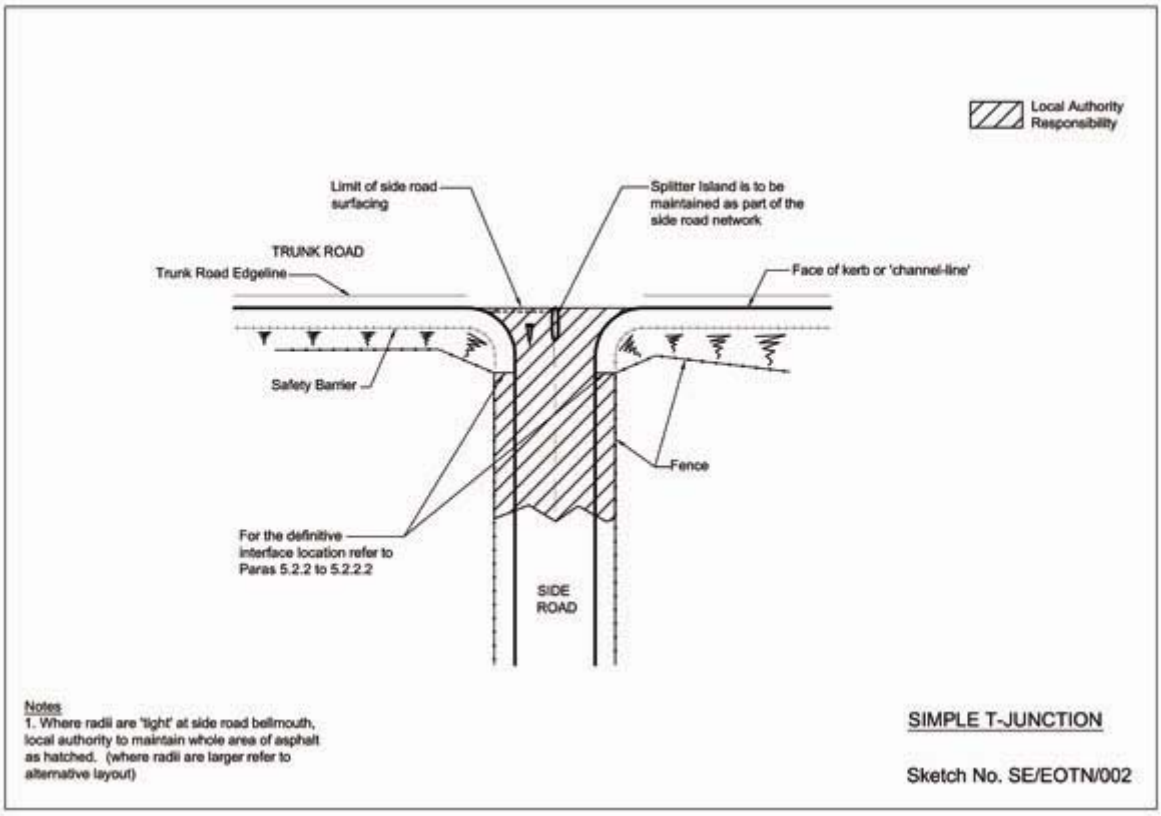
EXTENT OF THE TRUNK ROAD NETWORK

LIST OF ILLUSTRATIONS



INTERFACE AT START/END OF SLIP ROADS

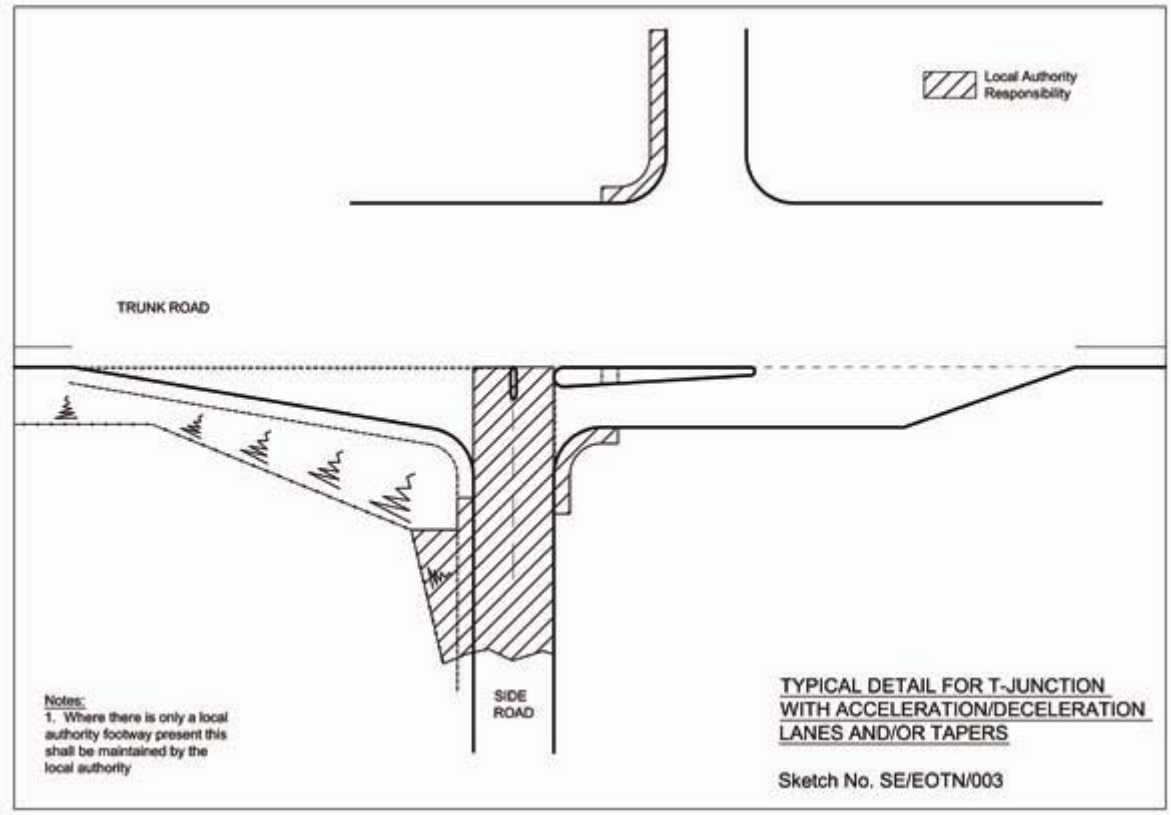
Sketch No. SE/EOTN/001

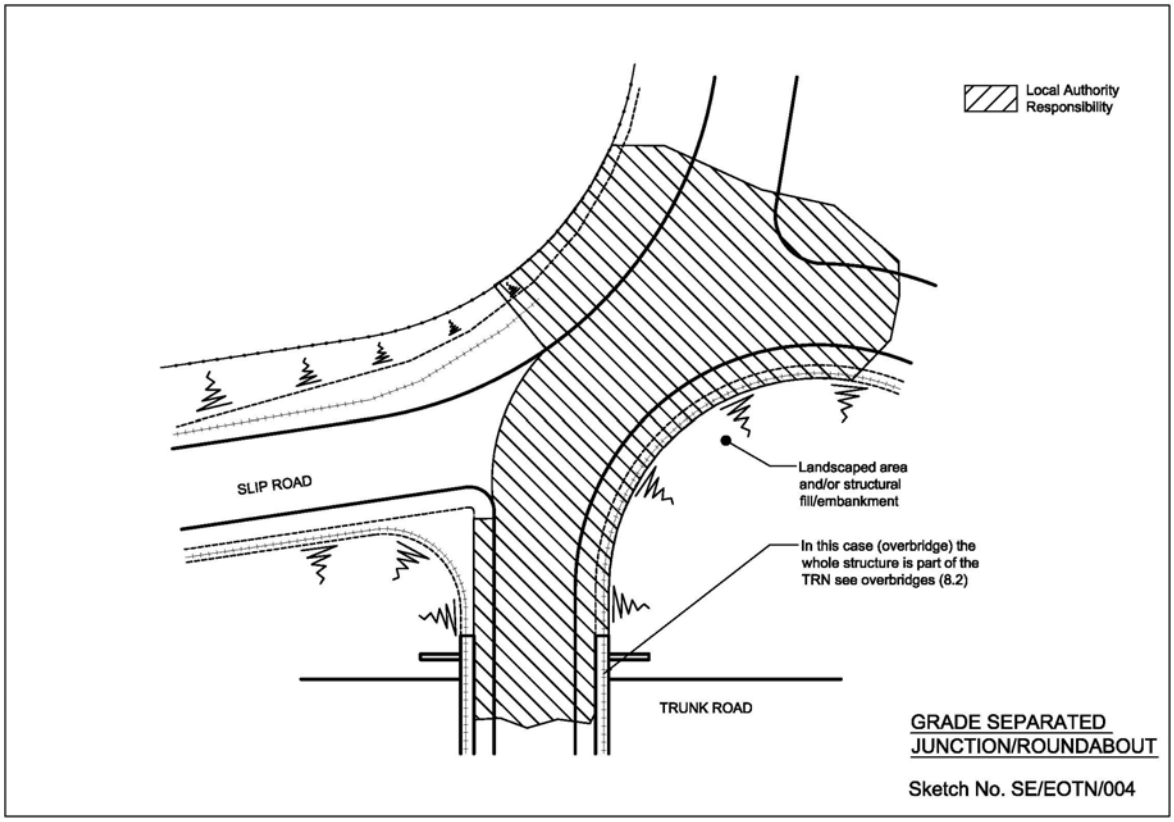


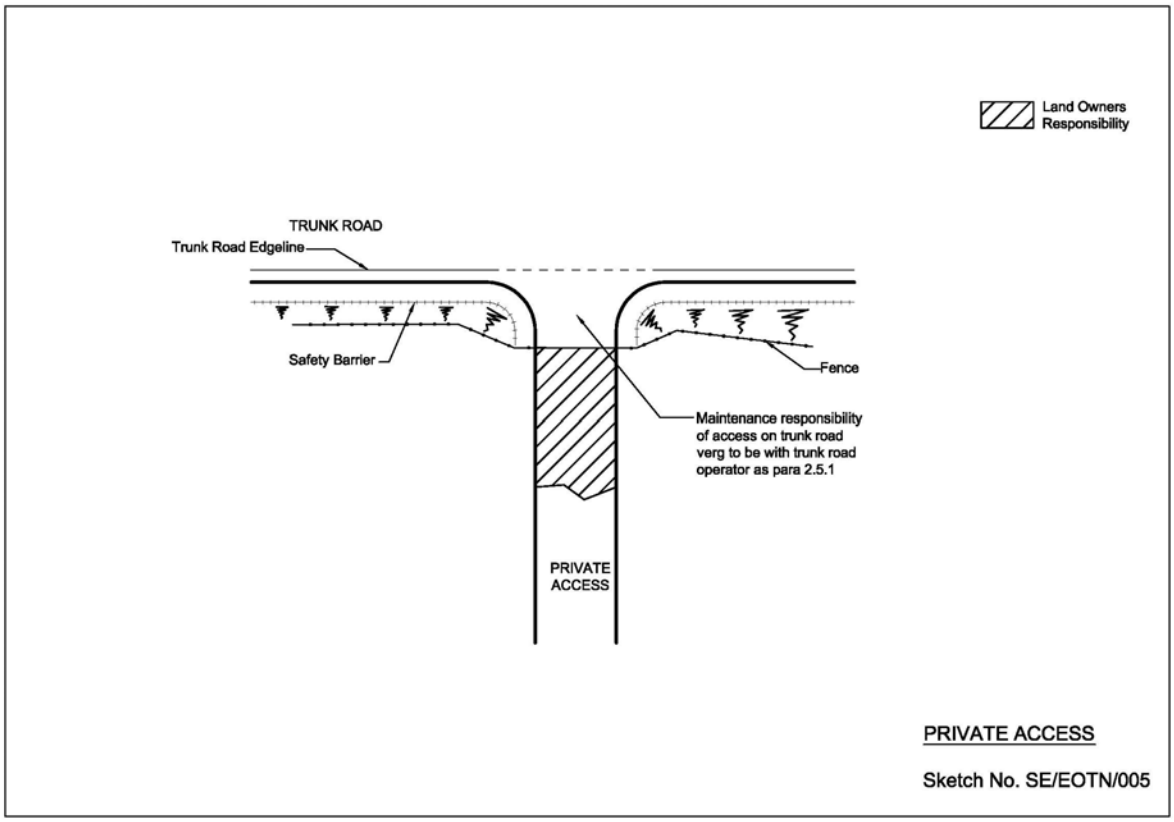
Notes
1. Where radii are 'tight' at side road bellmouth, local authority to maintain whole area of asphalt as hatched. (where radii are larger refer to alternative layout)

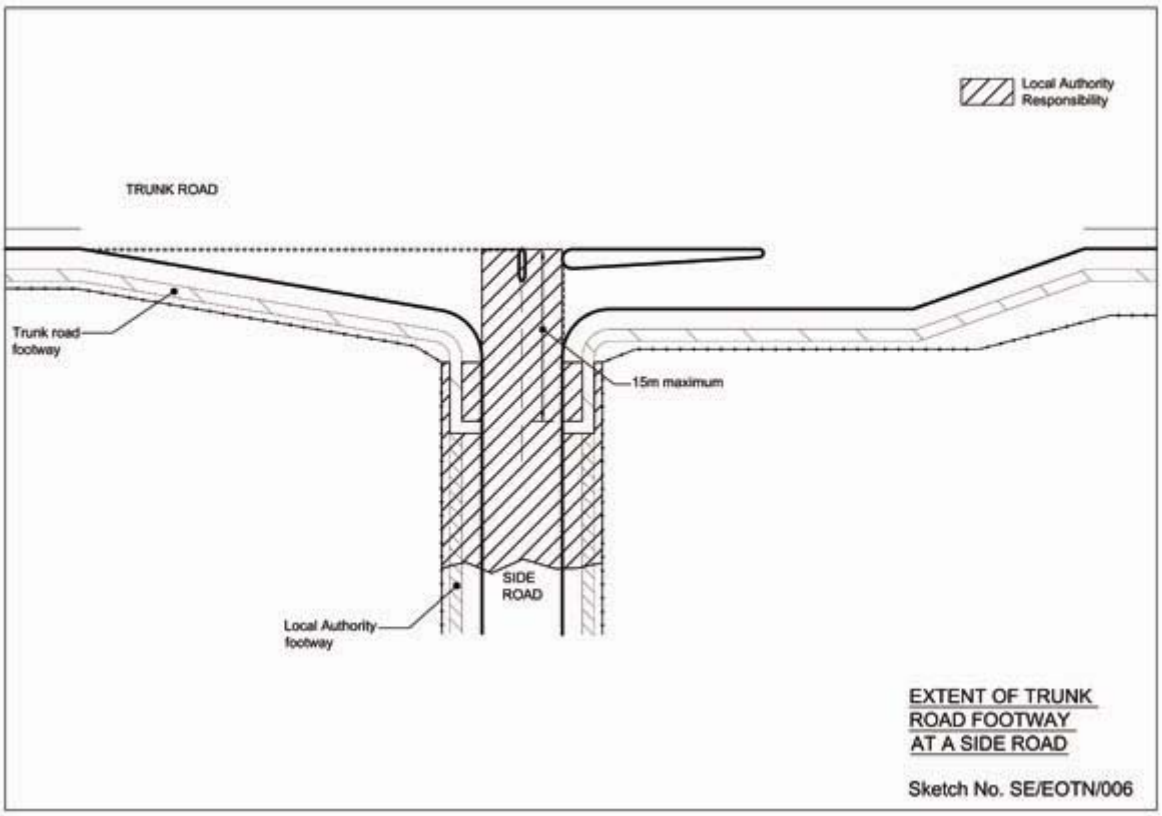
SIMPLE T-JUNCTION

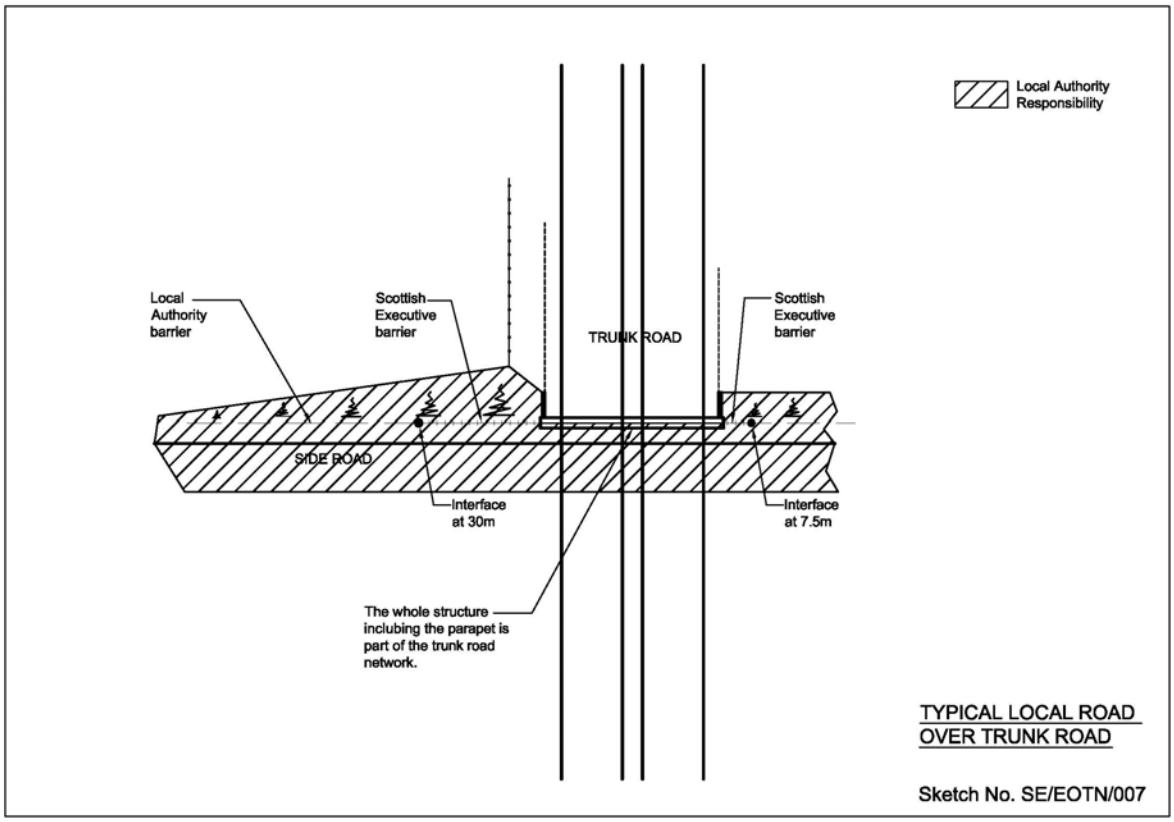
Sketch No. SE/EOTN/002


Local Authority Responsibility
TRUNK ROAD
SIDE ROAD
Notes:
1. Where there is only a local authority footway present this shall be maintained by the local authority
TYPICAL DETAIL FOR T-JUNCTION WITH ACCELERATION/DECELERATION LANES AND/OR TAPERS
Sketch No. SE/EOTN/003


Local Authority Responsibility
SLIP ROAD
Landscaped area and/or structural fill/embankment
In this case (overbridge) the whole structure is part of the TRN see overbridges (8.2)
TRUNK ROAD
GRADE SEPARATED JUNCTION/ROUNDABOUT
Sketch No. SE/EOTN/004

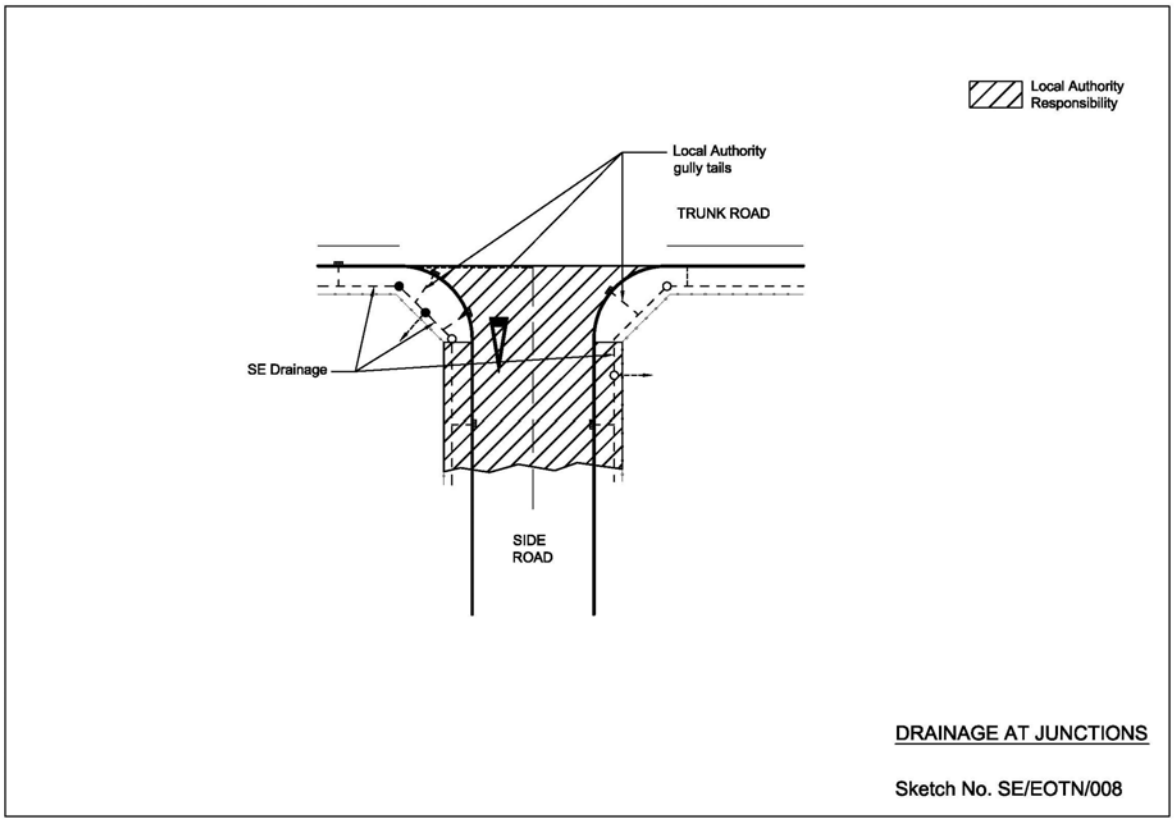

Land Owners Responsibility
TRUNK ROAD
Trunk Road Edgeline
Safety Barrier
Fence
Maintenance responsibility of access on trunk road verg to be with trunk road operator as para 2.5.1
PRIVATE ACCESS
PRIVATE ACCESS
Sketch No. SE/EOTN/005


Local Authority Responsibility
TRUNK ROAD
Trunk road footway
15m maximum
SIDE ROAD
Local Authority footway
EXTENT OF TRUNK ROAD FOOTWAY AT A SIDE ROAD
Sketch No. SE/EOTN/006



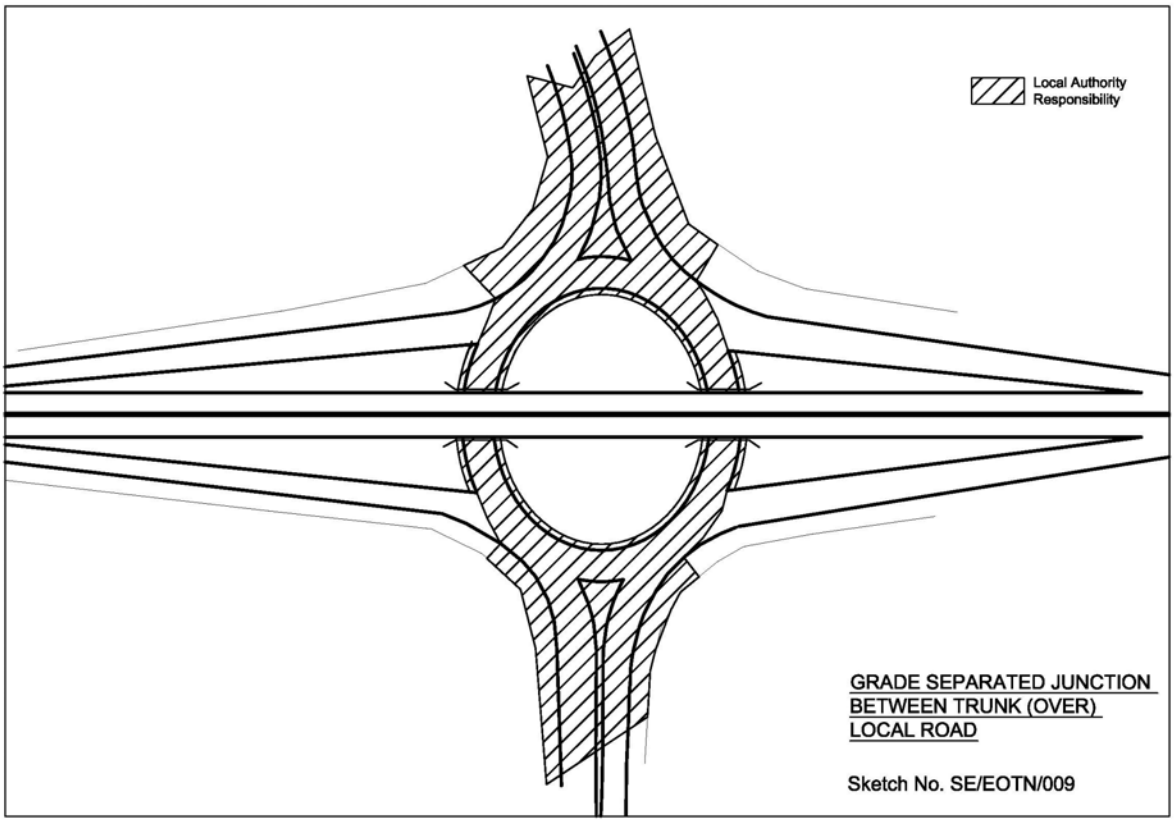
TYPICAL LOCAL ROAD OVER TRUNK ROAD

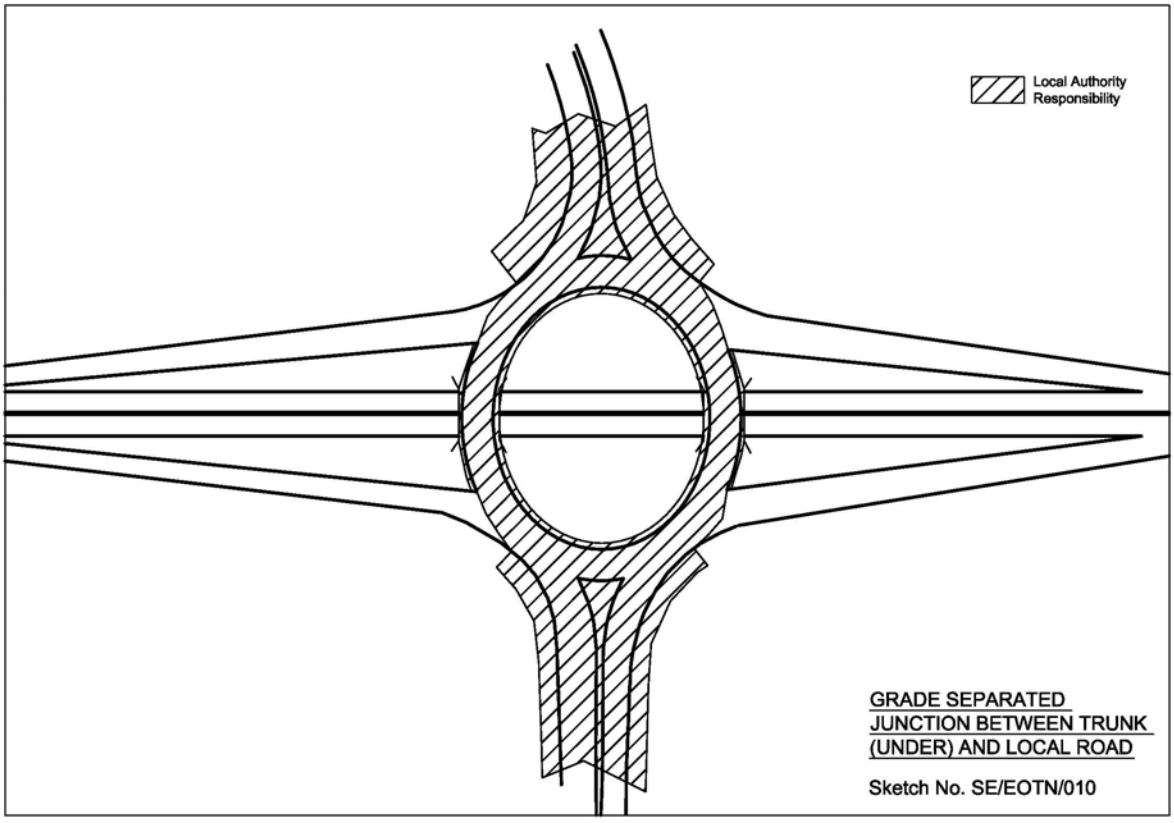
Sketch No. SE/EOTN/007



DRAINAGE AT JUNCTIONS

Sketch No. SE/EOTN/008


Local Authority Responsibility
GRADE SEPARATED JUNCTION BETWEEN TRUNK (OVER) LOCAL ROAD
Sketch No. SE/EOTN/009


Local Authority Responsibility
GRADE SEPARATED JUNCTION BETWEEN TRUNK (UNDER) AND LOCAL ROAD
Sketch No. SE/EOTN/010

Appendix 2

M8 Motorway Trunk Road Boundary in Glasgow City Council Area

Drawing Nos

M8 – Sheet 04 of 09

M8 – Sheet 05 of 09

M8 – Sheet 06 of 09

M8 – Sheet 07 of 09

M8 – Sheet 08 of 09

M8 – Sheet 09 of 09

CUT LINE

CUT LINE

CUT LINE

CUT LINE

CUT LINE

JUNCTION 25

P.C. RETAINING WALL

SAFETY BARRIER G.C.C.

CHAIN LINK
S.E.

FOOTPATH G.C.C.

MASONRY RETAINING WALL

LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale
1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Apvd

Client
SCOTTISH EXECUTIVE

Unit Managers

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Bargeddie
Glasgow tel.: 0141 781 6900
G69 7RW fax.: 0141 771 0893
FAIRHURST

Project Title
SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

Drawing Title
TRUNK ROAD BOUNDARY

Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-04-A

Drawing No.:
M8 - SHEET 04 OF 09

Revision:

CUT LINE

CHAIN LINK S.E.

CHAIN LINK S.E.

CHAIN LINK S.E.

PARAPET FENCE OVER RAILWAY BRIDGES

JUNCTION 24

CUT LINE

MASONRY RETAINING WALL

CHAIN LINK FENCE S.E.

CUT LINE

CHAIN LINK FENCE S.E.

CHAIN LINK FENCE S.E.

PEDESTRIAN GUARDRAIL S.E.

CHAIN LINK FENCE S.E.

MASONRY WALL

CUT LINE

RETAINING WALL - PARAPET FENCE S.E.

PARAPET FENCE S.E.

PARAPET FENCE S.E.

RETAINING WALL S.E.

JUNCTION 23

CHAIN LINK FENCE

MASONRY WALLS

A77 TO BE SHOWN ON SEPARATE PACKAGE

CUT LINE

CHAIN LINK FENCE S.E.

PEDESTRIAN GUARDRAIL

CHAIN LINK FENCE S.E.

CUT LINE

CHAIN LINK FENCE S.E.

PARAPET FENCE S.E.

RETAINING WALL - PARAPET FENCE S.E.

KINNING PARK CHAIN LINK FENCE S.E.

HIGH LEVEL JUNCTION 21

LOW LEVEL JUNCTION 21

LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale

1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Appvd
A	25/03/05	TM	CHANGES TO BOUNDARY		

Client

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FAIRHURST

Project Title

SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

Drawing Title

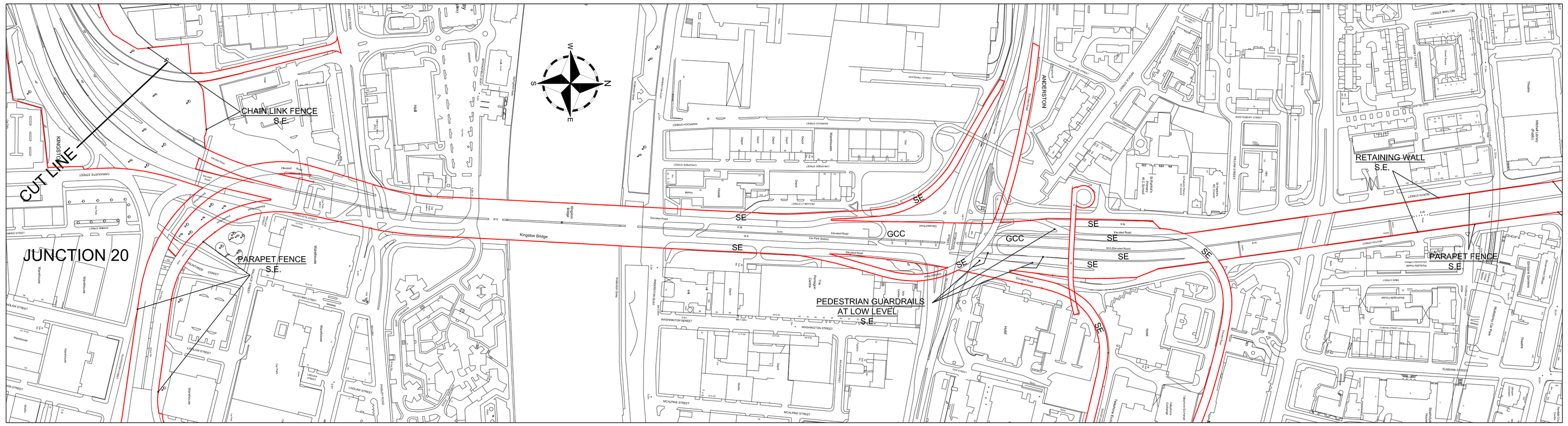
TRUNK ROAD BOUNDARY

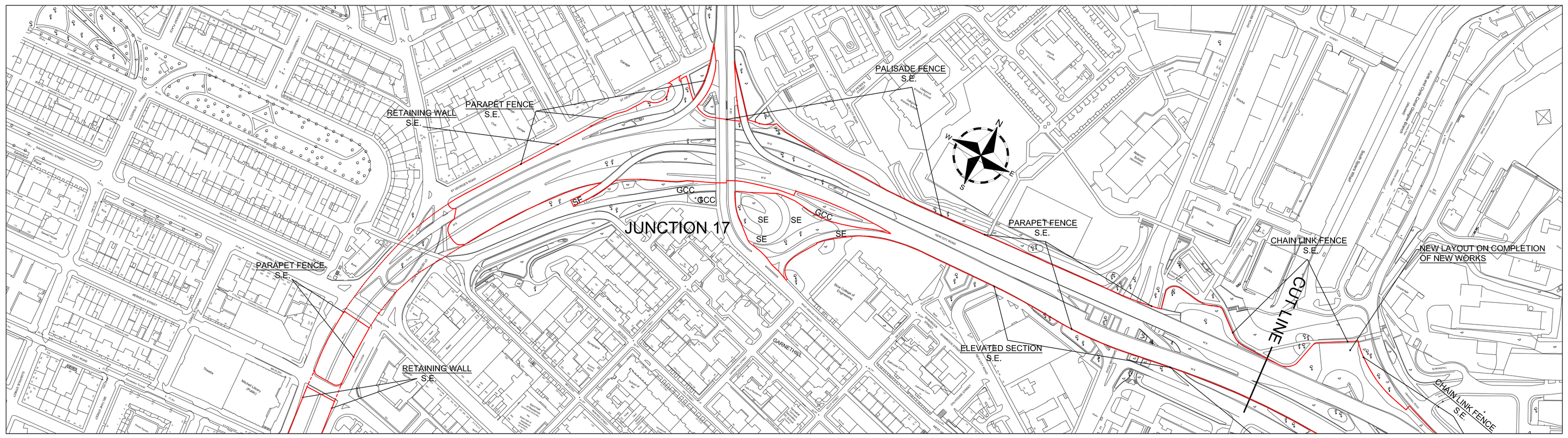
Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-05-A

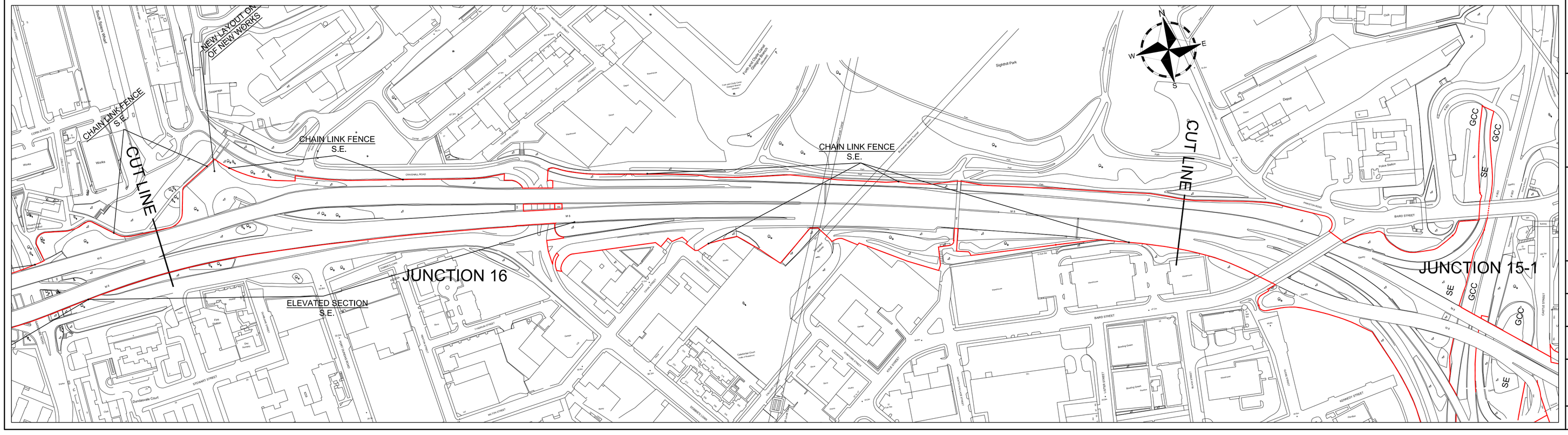
Drawing No.:

M8 - SHEET 05 OF 09

Revision: A







LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale
1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Appvd
A	25/03/05	T.M.	CHANGES TO BOUNDARY		

Client
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FAIRHURST

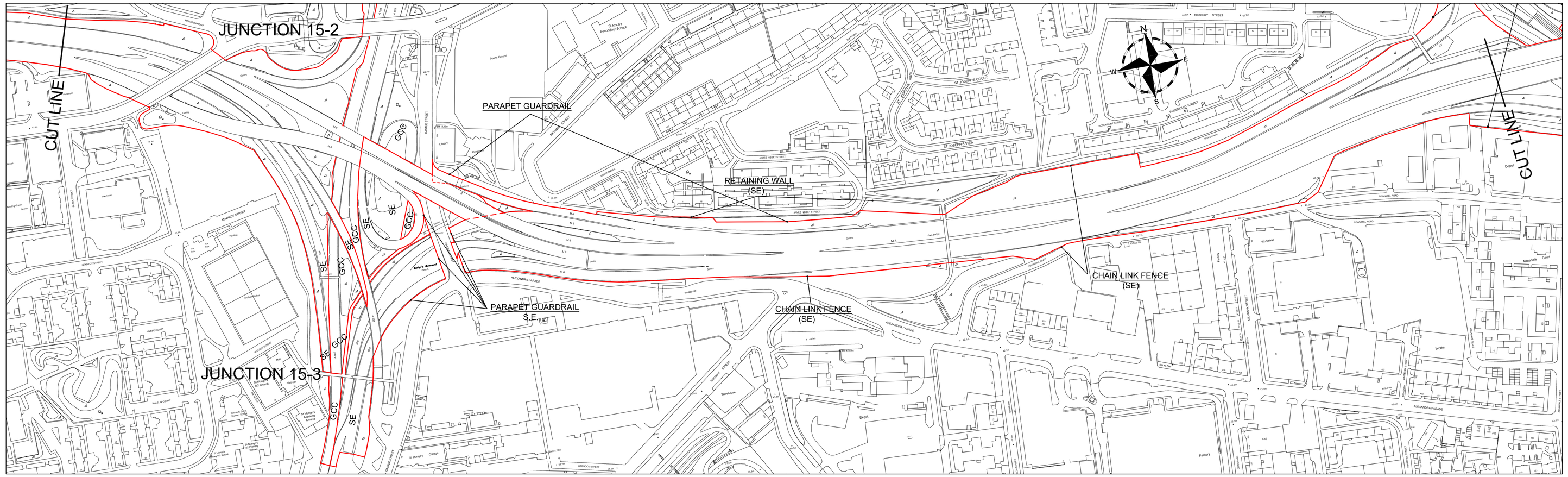
Project Title
SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

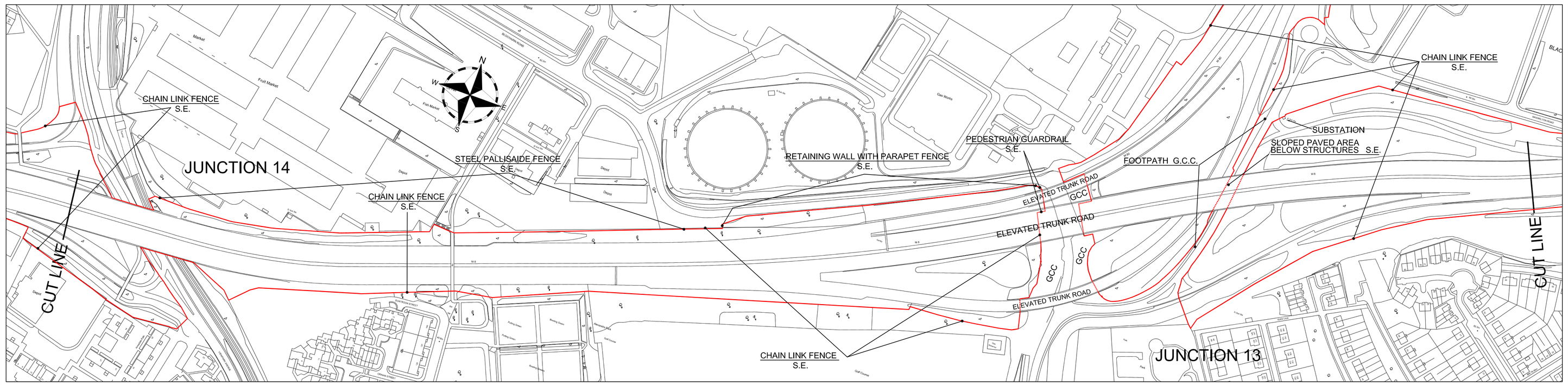
Drawing Title
TRUNK ROAD BOUNDARY

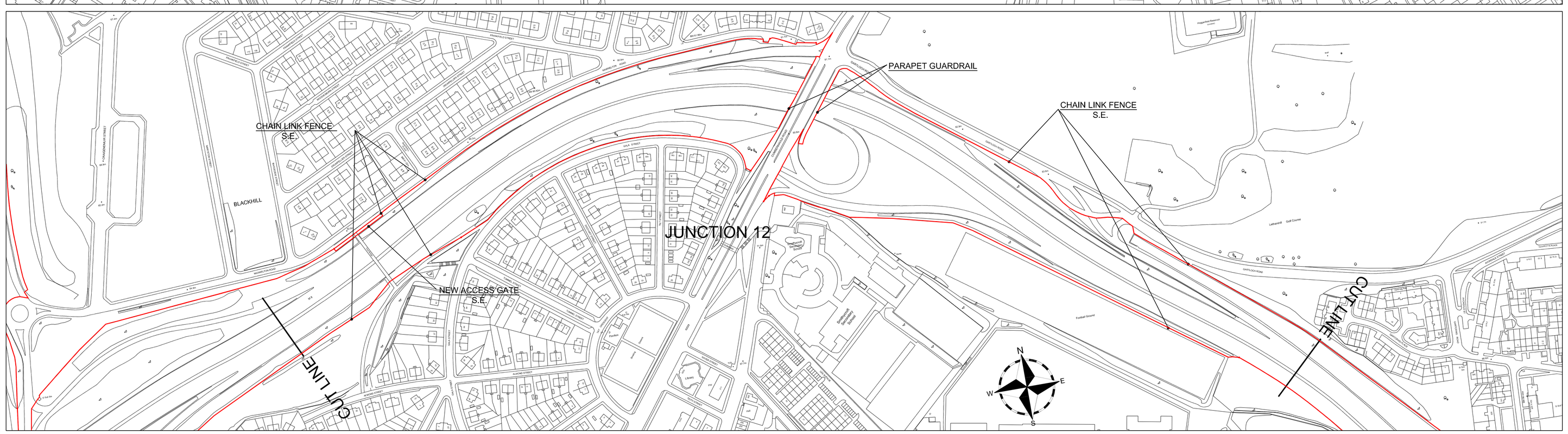
Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-06-A

Drawing No.:
M8 - SHEET 06 OF 09

Revision:
A







LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale
1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Appvd
A	25/03/05	T.M.	CHANGES TO BOUNDARY		

Client
SCOTTISH EXECUTIVE

Unit Managers
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Bargeddie
Glasgow G69 7RW
tel.: 0141 781 6900
fax.: 0141 771 0893
FAIRHURST

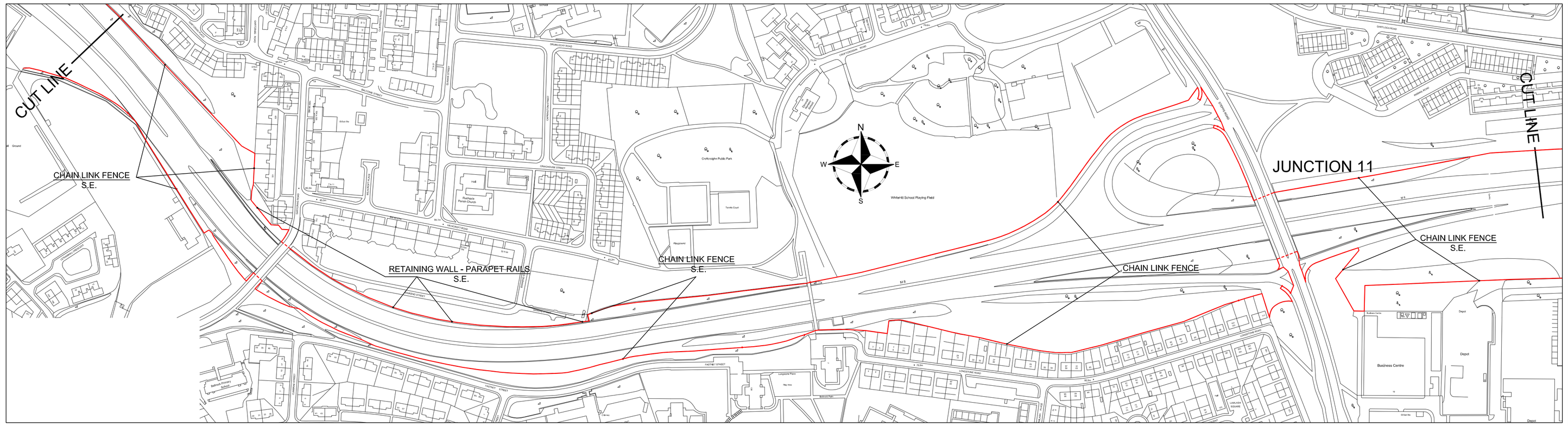
Project Title
SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

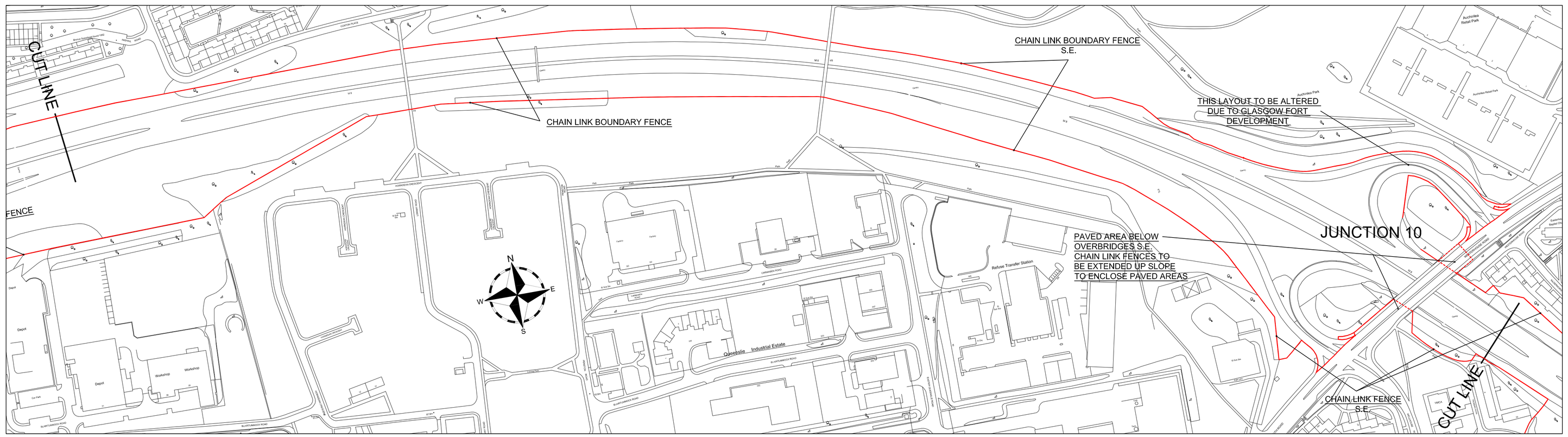
Drawing Title
TRUNK ROAD BOUNDARY

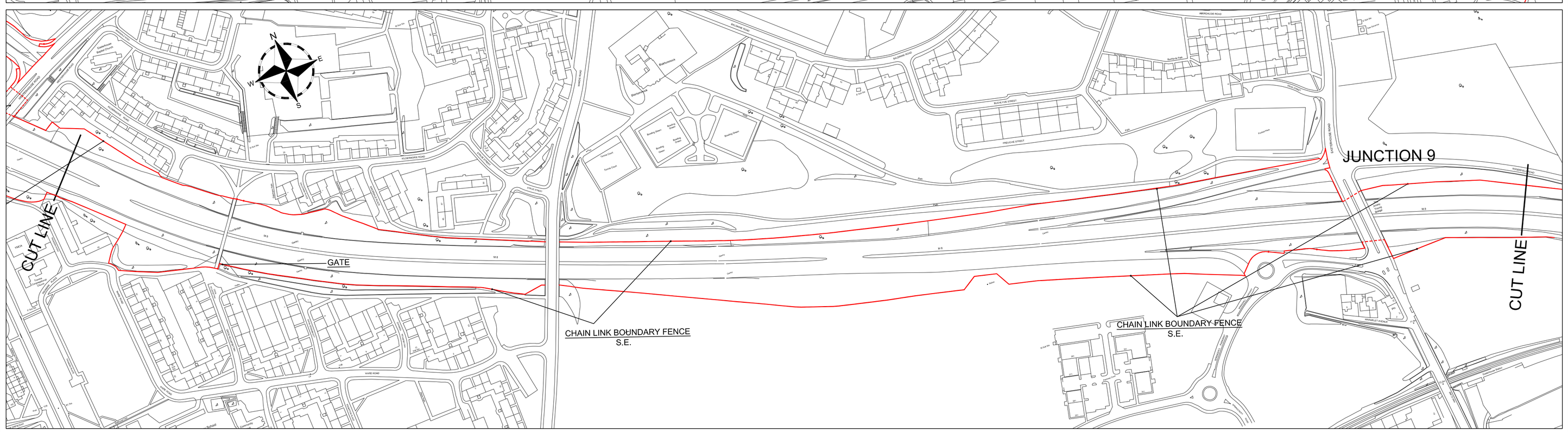
Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-07-A

Drawing No.:
M8 - SHEET 07 OF 09

Revision: A







LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale

1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Apvd
A	25/03/05	T.M.	CHANGES TO BOUNDARY		

Client

SCOTTISH EXECUTIVE

Unit Managers

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Bargeddie
Glasgow tel.: 0141 781 6900
G69 7RW fax.: 0141 771 0893

FAIRHURST

Project Title

SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

Drawing Title

TRUNK ROAD BOUNDARY

Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-08-A

Drawing No.:

M8 - SHEET 08 OF 09

Revision: A

CUT LINE

CUT LINE

CHAIN LINK FENCE
S.E.

SE

SE

CUT LINE

CHAIN LINK FENCE
S.E.

SE

SE

SE

SE

SE

SE

SE

SE

SE

SE

BARGEDDIE

FOOTPATH G.C.C.

STEEL PALLISADE FENCE
S.E.

GCC

FOOTPATH G.C.C.

SE TO TRAFFIC SIGNALS

CUT LINE

END OF M8

LEGEND

TRUNK ROAD BOUNDARY

"SE" MEANS SCOTTISH EXECUTIVE

"GCC" MEANS GLASGOW CITY COUNCIL

Scale
1:2500 @ A1
1:5000 @ A3

Rev	Date	Drawn	Description	Chkd	Apprvd

Client
SCOTTISH EXECUTIVE

Unit Managers

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Langmuir Way
Bargeddie
Glasgow tel.: 0141 781 6900
G69 7RW fax.: 0141 771 0893
FAIRHURST

Project Title
SOUTH WEST TRUNK ROAD UNIT
M8 MOTORWAY

Drawing Title
TRUNK ROAD BOUNDARY

Drawn	Date	Status
Checked	Date	
Approved	Date	Cad Reference: SW-M8-09-A

Drawing No.:
M8 - SHEET 09 OF 09

Revision:

SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/C - Interfaces at the South West Unit Boundary with the adjacent Trunk Road Units

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/C - Interfaces at the South West Unit Boundary with the adjacent Trunk Road Units

1 INTERFACE PLANS

1.1.1 The Plans for the South West Unit showing its interfaces with adjacent Trunk Road Units are shown on drawing numbers

(i) S3P2 002

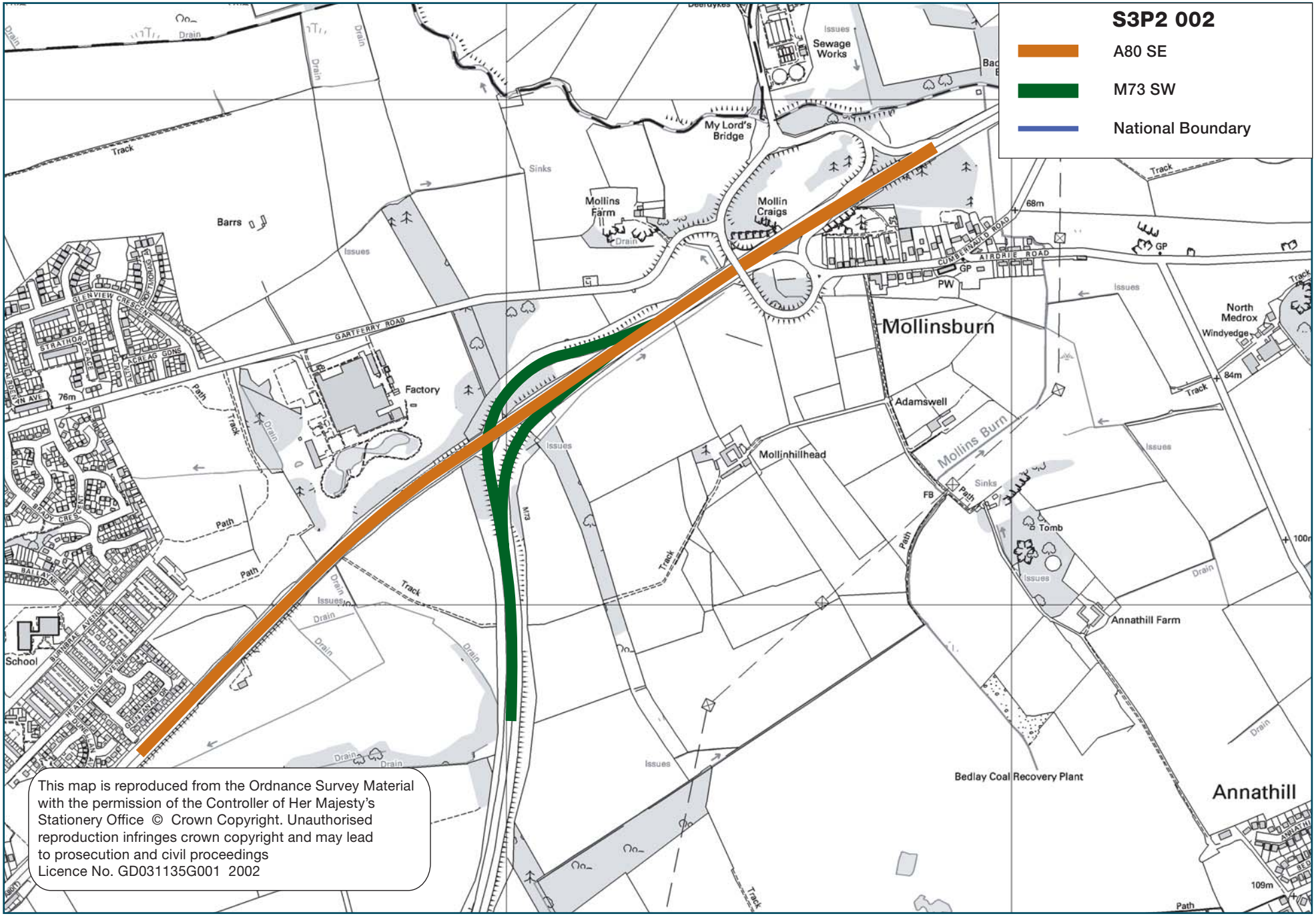
(ii) S3P2 003

(iii) S3P2 004

(iv) S3P2 005

(v) S3P2 006

(vi) S3P2 007


S3P2 002
A80 SE
M73 SW
National Boundary
Mollinsburn
Mollins Farm
Mollin Craigs
My Lord's Bridge
Sewage Works
Barrs
Factory
Mollinhillhead
Adamswell
Mollins Burn
North Medrox
Windyedge
Annathill Farm
Bedlay Coal Recovery Plant
Annathill
Tomb
School
GARTFERRY ROAD
AIRDRIE ROAD
CUMBERNAULD ROAD
M73
Track
Path
Drain
Issues
Sinks
GP
PW
FB
68m
76m
84m
100m
109m
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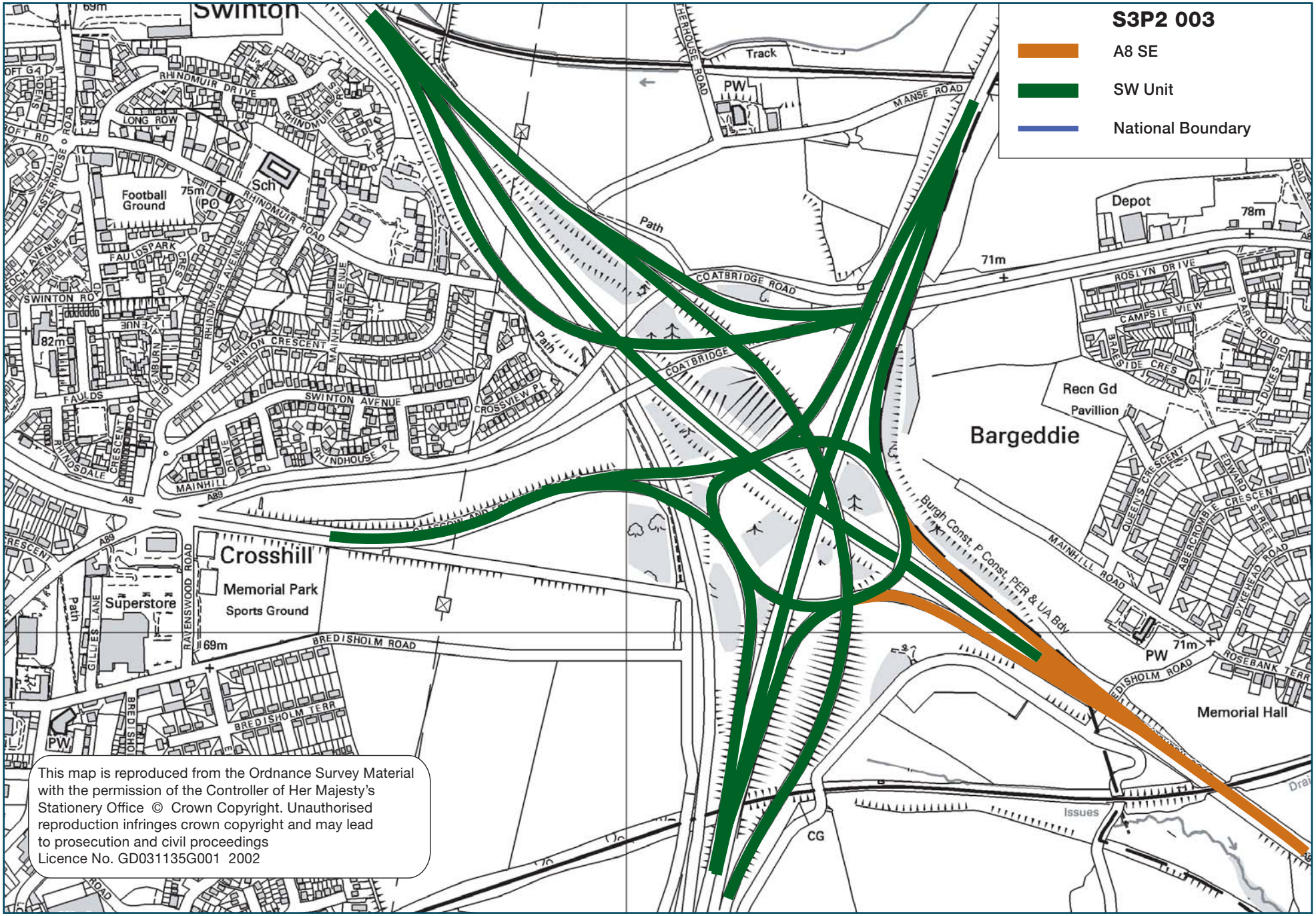

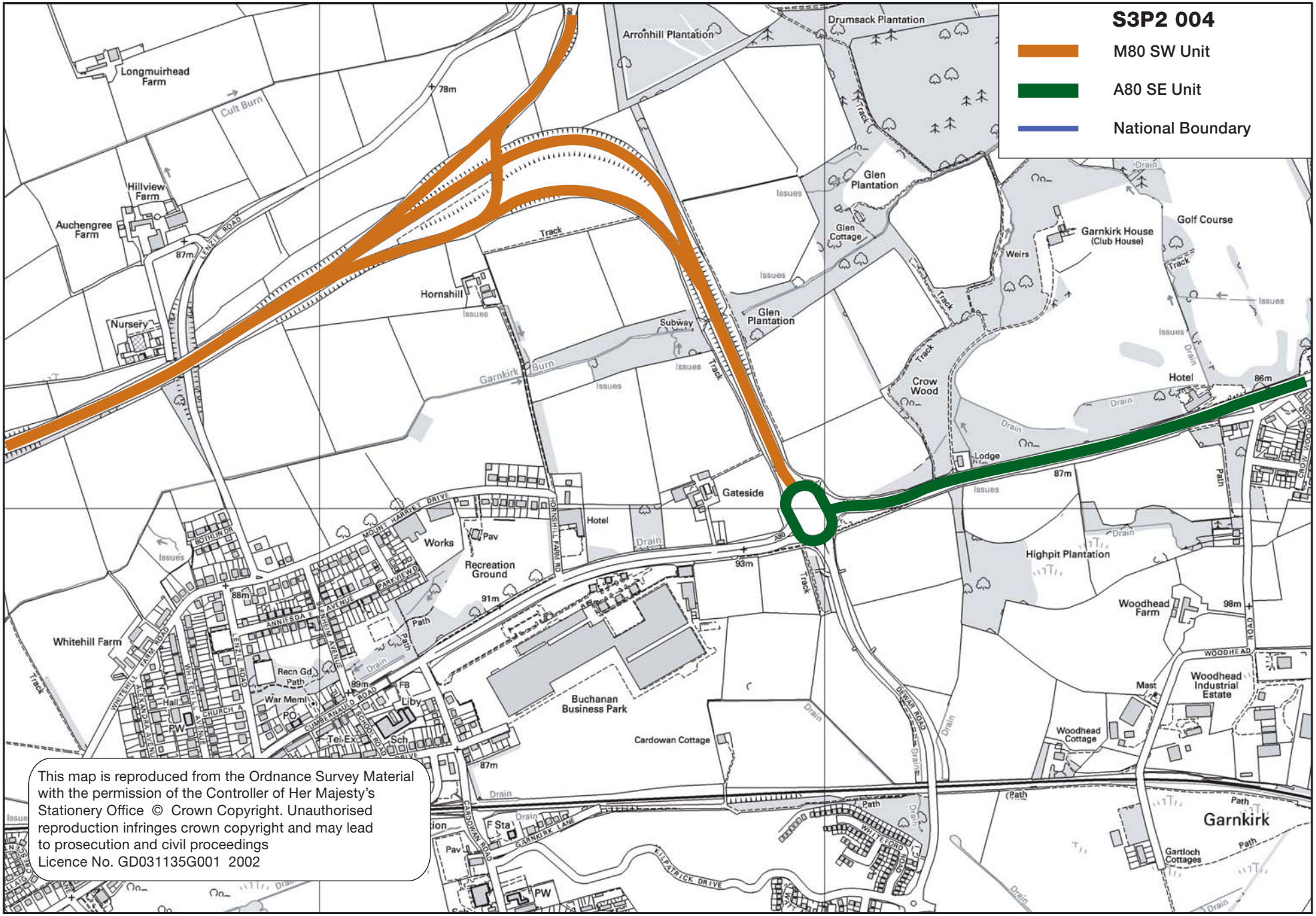

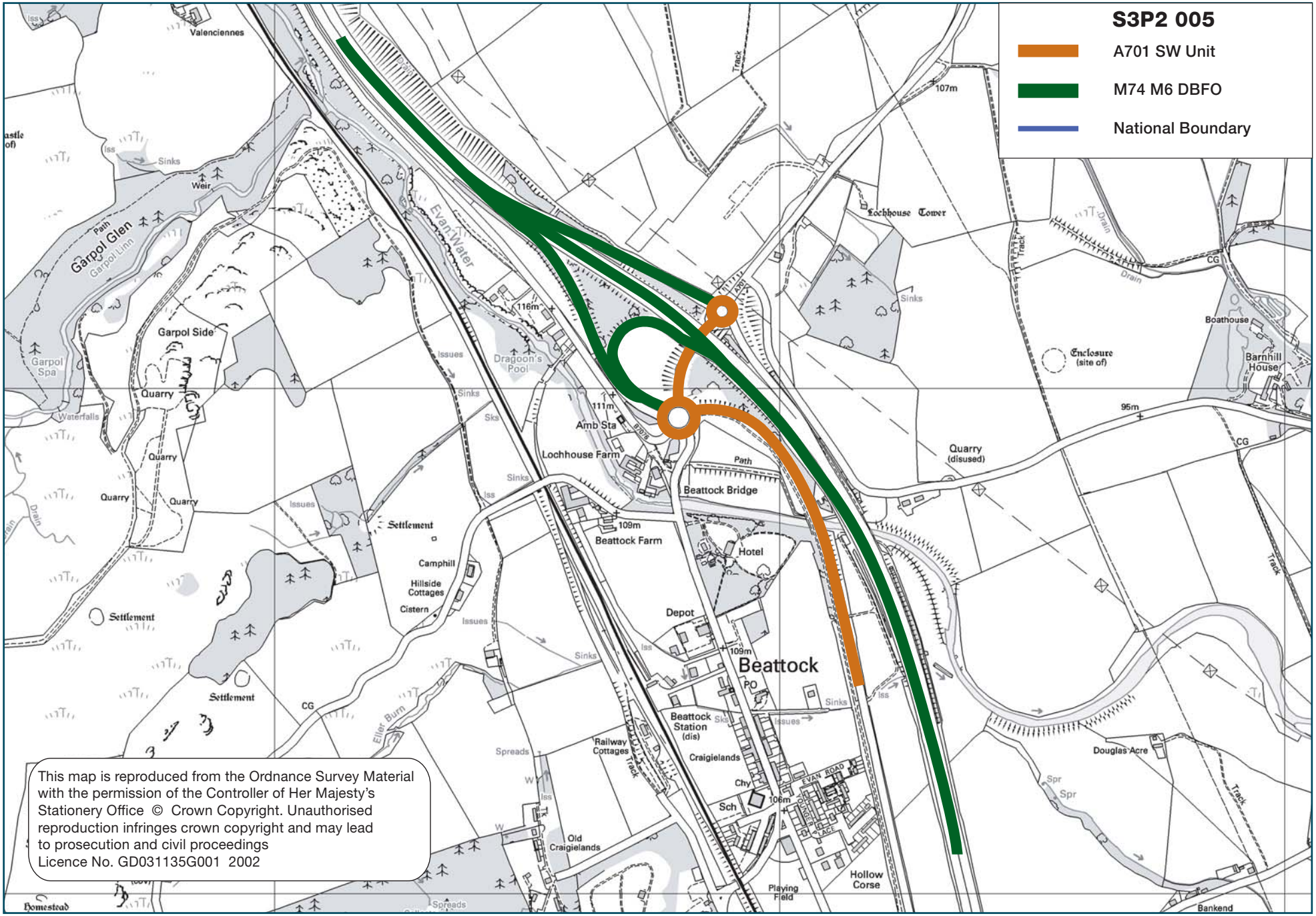

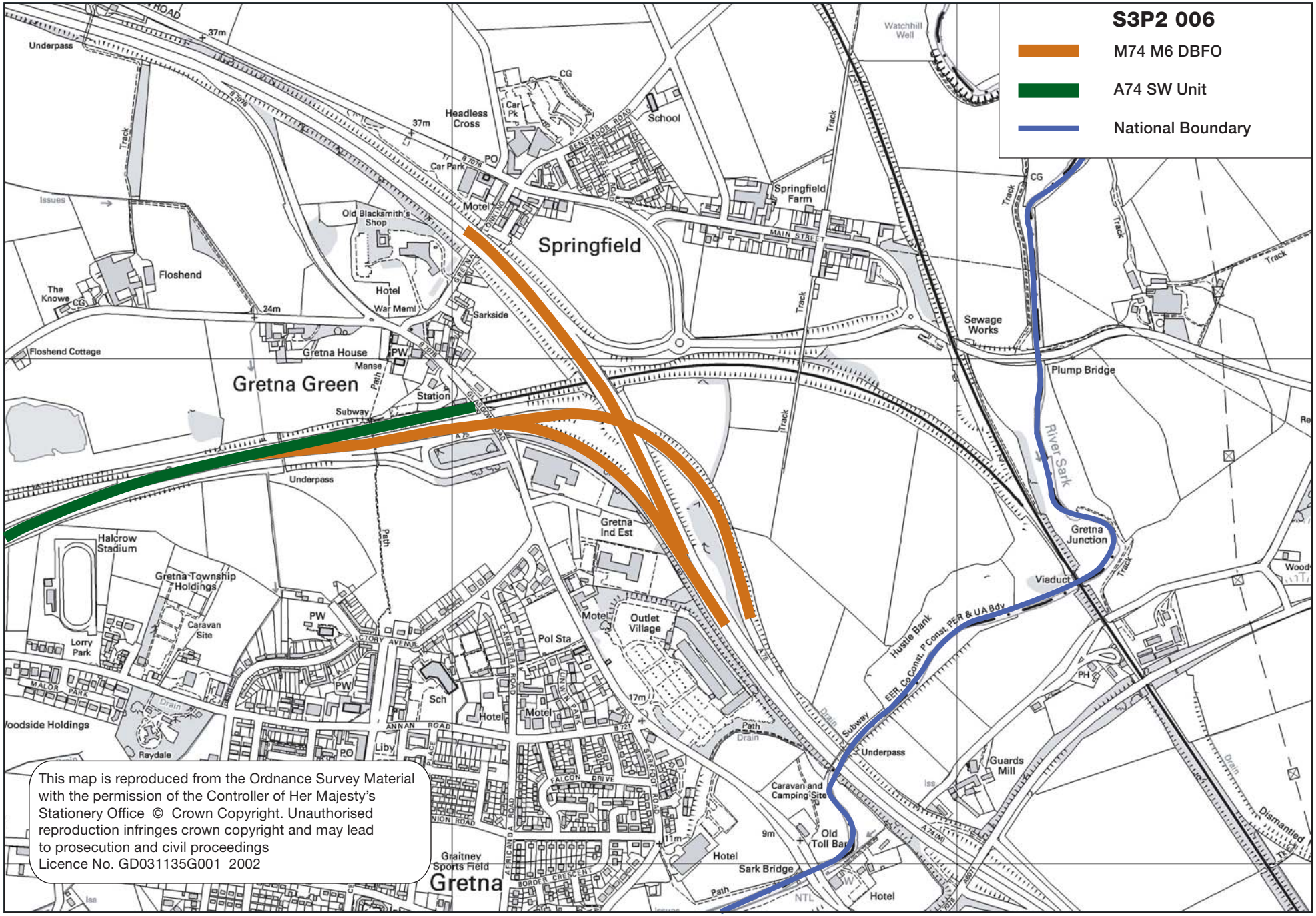
S3P2 006
M74 M6 DBFO
A74 SW Unit
National Boundary
Springfield
Gretna Green
Gretna
Floshend
Floshend Cottage
The Knowe
Old Blacksmith's Shop
Hotel
War Meml
Sarkside
Gretna House
Manse
Station
Subway
Underpass
Headless Cross
Car Park
Motel
School
Springfield Farm
Sewage Works
Plump Bridge
River Sark
Gretna Junction
Viaduct
Gretna Ind Est
Outlet Village
Pol Sta
Halcrow Stadium
Gretna Township Holdings
Caravan Site
Lorry Park
Woodside Holdings
Raydale
Graitney Sports Field
Caravan and Camping Site
Old Toll Bar
Sark Bridge
Guards Mill
Hustle Bank
Dismantled
Watchhill Well
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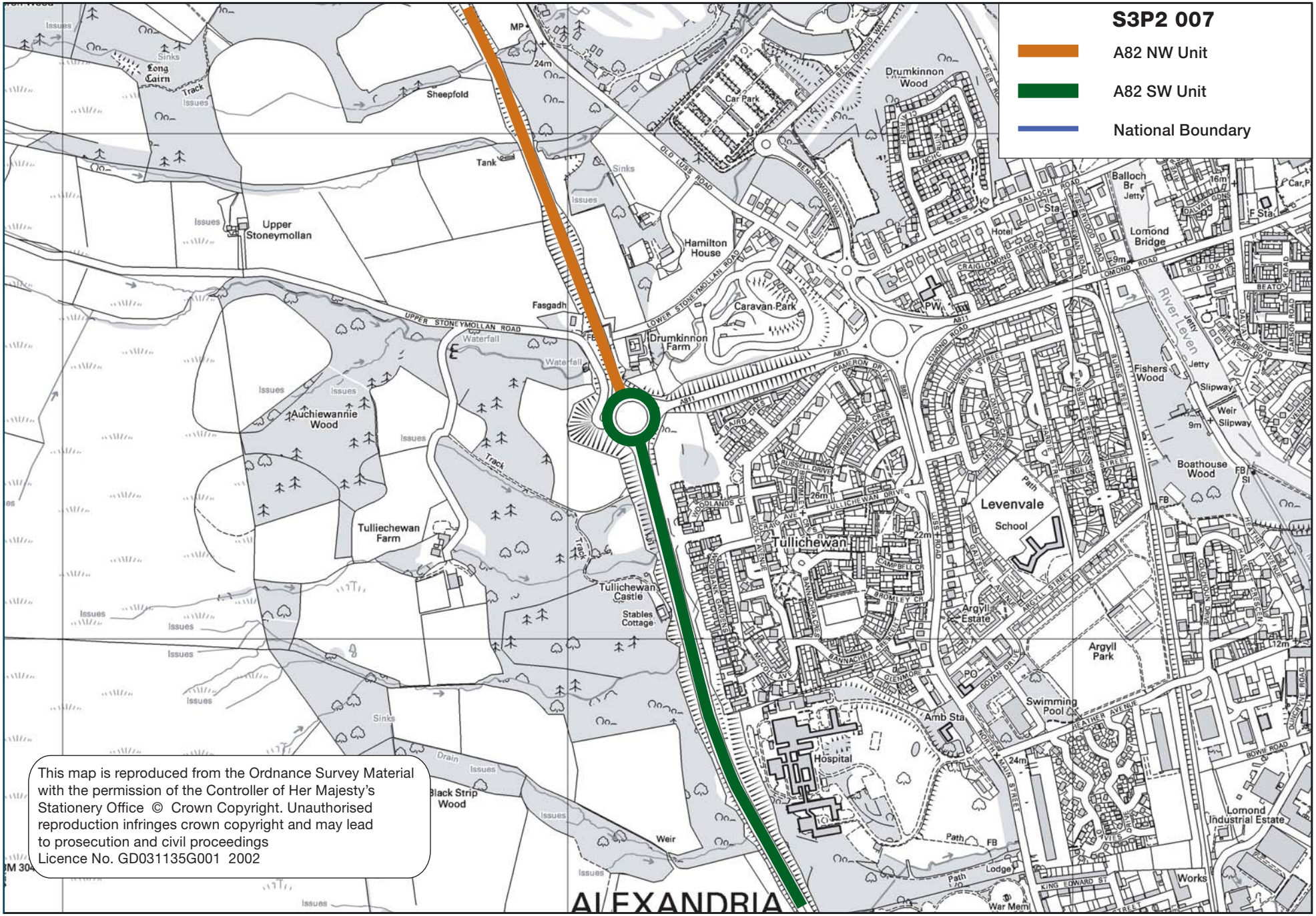
S3P2 007
A82 NW Unit
A82 SW Unit
National Boundary
Upper Stoneymollan
Auchiewannie Wood
Tulliechewan Farm
Tulliechewan Castle
Stables Cottage
Hamilton House
Caravan Park
Drumkinnon Farm
Drumkinnon Wood
Car Park
Fasgadh
Sheepfold
Tank
Long Cairn
Tullichewan
Levenvale School
Argyll Estate
Argyll Park
Swimming Pool
Hospital
Amb Sta
Balloch Br
Lomond Bridge
Fishers Wood
Boathouse Wood
River Leven
Lomond Industrial Estate
Black Strip Wood
ALEXANDRIA
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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/D - Parts of the South West Unit for which the Operating Company shall be responsible for Operations outwith the Trunk Road Boundary

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/D - Parts of the South West Unit for which the Operating Company shall be responsible for Operations outwith the Trunk Road Boundary

Subject to the other provisions of this Contract including but not limited to the provisions of Clause 7.2.1 of Schedule 1 the parts of the South West Unit for which the Operating Company shall be responsible for Operations outwith the Trunk Road Boundary shall include but shall not be limited to those given below

(i) Kirkdale underbridge near Carsluith (Trunk Road Bridges Database (TRBDB) reference number A75 605) at Ordnance Survey co-ordinates 251710,553190.

(ii) Those 3 areas of landscaped land lying to the south-east of Hillcrest Crocketford Road Dumfries at Drummore Roundabout on the A75 Gretna - Dumfries - Stranraer Trunk Road as the said areas of landscaped land are shown on drawing Nos. A75-SHEET 45 of 65 contained in Annex A of Part 5 of Schedule 7.

(iii) Those 3 areas of landscaped land lying to the south-east of Garroch View Crocketford Road Dumfries at Garroch Roundabout on the A75 Gretna - Dumfries - Stranraer Trunk Road as the said areas of landscaped land are shown on drawing Nos. A75-SHEET 46 0f 65 and A75-SHEET 47 of 65 contained in Annex A of Part 5 of Schedule 7.

(iv) Old Auldgirth underbridge at Auldgirth (TRBDB reference number A76 31) at Ordnance Survey co-ordinates 291161,586351.

(v) Ae underbridge at Parkgate (TRBDB reference number A701 60) at Ordnance Survey co-ordinates 301110,586830.

(vi) Dippol Burn underbridge at Auchinleck (TRBDB reference number A76 290) at Ordnance Survey co-ordinates 253607,623142.

(vii) That redundant road leading from the southbound access slip road of the A78 Greenock - Prestwick Trunk Road at Inverkip Power Station Inverkip as the said access road is shown on drawing Nos. A78-SHEET 22 of 28 contained in Annex A of Part 5 of Schedule 7.

(viii) Kirkpatrick Rail underbridge at Kirkpatrick-Fleming (TRBDB reference number A74 110) at Ordnance Survey co-ordinates 328060,570430.

(ix) New Cargen underbridge at Cargen Bridge (TRBDB reference number A75 375) at Ordnance Survey co-ordinates 294920,575640.

(x) Dervaird underbridge at Glen Luce (TRBDB reference number A75 700) at Ordnance Survey co-ordinates 221540,558110.

(xi) Burnfoot Lay-By underbridge at Cairnryan (TRBDB reference number A77 69) at Ordnance Survey co-ordinates 206250,568890.

(xii) Monkland Canal Piping comprising the piping valves manholes sluices intake works and outlet works from the said intake works at Coatbridge at Ordnance Survey co-ordinates 270295,665100 leading generally westwards for a distance of 12 kilometres or thereby to the said outlet works at Port Dundas Glasgow at Ordnance Survey co-ordinates 259451,666511.

(xiii) 3 Areas of landscape ground adjacent to the A77 trunk road at Holmston, Ayr shown on drawing Nos. A77-SHEET 32 of 50, A77- SHEET 33 of 50 and A77-SHEET 34 of 50 contained in Annex A of Part 5 of Schedule 7.

(xiv) An area of land adjacent to the A78 at Inverkip as shown on drawing Nos. A78-SHEET 22 of 28 contained in Annex A of Part 5 of Schedule 7.

(xv) Areas of land used for

(a) landscaping areas as referred to in paragraph 1.2.2 of Part 5 of Schedule 7

(b) snow fences and

(c) the like

in accordance with the provisions of this Contract.

SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/E - Features within the Trunk Road Boundary of the South West Unit for which the Operating Company shall not be responsible for Operations

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/E - Features within the Trunk Road Boundary of the South West Unit for which the Operating Company shall not be responsible for Operations

Features within the Trunk Road boundary of the South West Unit for which the Operating Company shall not be responsible for Operations shall include but shall not be limited to the following

(i) Bloomfield Cycleway at Dumfries (Trunk Road Bridges Database (TRBDB) reference number A75 265F) at Ordnance Survey co-ordinates 298506,577889.

(ii) Laigh Smithston overbridge at Maybole (TRBDB reference number A77 250) at Ordnance Survey co-ordinates 232238,612404.

(iii) Hunterston Ore Terminal at Hunterston (TRBDB reference number A78 160) at Ordnance Survey co-ordinates 220750,653901.

(iv) B.S.C. Conveyor at Hunterston (TRBDB reference number A78 200) at Ordnance Survey co-ordinates 220175,652150.

(v) Caledonian Cycleway at Locharbriggs (TRBDB reference number A701 OF) at Ordnance Survey co-ordinates 299148,579462.

(vi) BR Underbridge 70A at Glasgow (TRBDB reference number M80 1-2 25) at Ordnance Survey co-ordinates 262631,667332.

(vii) Mountblow overbridge at Duntocher (TRBDB reference number A82 4 50) at Ordnance Survey co-ordinates 248002,672772.

(viii) Maxwelltown Road overbridge (TRBDB reference number A75-365).

(ix) Clalloch Road overbridge (TRBDB reference number A75-740).

(x) Girvan Station Road overbridge (TRBDB reference number A77-170).

(xi) Glengall Road overbridge (TRBDB reference number A77-290).

(xii) Wemyss Bay Road overbridge (TRBDB reference number A78-60) .

(xiii) Garnock Road overbridge (TRBDB reference number A78-290).

(xiv) Dalry Road overbridge (TRBDB reference number A737-110).

(xv) Ross Road overbridge (TRBDB reference number M74-7/675) at Ordnance Survey co-ordinates 274000, 655000.

(xvi) Gartcosh Road overbridge (TRBDB reference number M73 2-350) at Ordnance Survey co-ordinates 262926, 667811.

(xvii) Crookedholme Road overbridge (TRBDB reference number A77-460) at Ordnance Survey co-ordinates 244417, 637603.

(xviii) Longbank Road overbridge (TRBDB reference number A8-110) at Ordnance Survey co-ordinates 237640, 673510.

(xix) East Hamilton Road overbridge (TRBDB reference number A8-180) at Ordnance Survey co-ordinates 230000, 675500.

SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/F - Procedures for Accessing Road Lighting Electrical Equipment operated by the Scottish Ministers and local roads authorities

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SCOTTISH MINISTERS' REQUIREMENTS

SCHEDULE 3 PART 2

EXTENT OF THE SOUTH WEST UNIT

ANNEX 3.2/F - Procedures for Accessing Road Lighting Electrical Equipment operated by the Scottish Ministers and local roads authorities

1 ACCESS TO SHARED ELECTRICAL EQUIPMENT

1.1 Access

1.1.1 Where access to shared electrical equipment is required by either the Local Authority or the Operating Company it shall be undertaken in accordance with the joint access system set out as follows

(i) each electrical cabinet and pillar shall be fitted with a common padlock.

Both the Local Authority and the Operating Company shall have keys to the common padlock

(ii) when one party requires access to a cabinet or pillar to undertake work on a circuit served from that cabinet or pillar that party shall once they have isolated the circuit lock the cabinet using that party's dedicated padlock.

On completion of the work the dedicated padlock shall be removed and the common padlock replaced

(iii) in the event that the party working on the circuit is unable to clear a fault and this results in the continued isolation of a specific circuit or circuits a laminated message board shall be left in the cabinet or pillar indicating that under no circumstances should these circuits be re-energised without first contacting that party whose telephone number shall be shown on the message board.

Additionally the party working on the circuit shall as quickly as possible inform the contact person of the other party informing them of the situation and providing an indication of the work requiring to be undertaken and the likely time to completion.

2 MAINTENANCE OF SHARED ELECTRICAL EQUIPMENT

2.1 Maintenance

2.1.1 Where Shared Electrical Equipment is situated within the Trunk Road boundary then the Operating Company shall be responsible for all routine and Cyclic Maintenance.

2.1.2 Where Shared Electrical Equipment is situated outwith the Trunk Road boundary then the Local Authority shall be responsible for all routine and cyclical maintenance.

3 INSPECTION OF SHARED ELECTRICAL EQUIPMENT

3.1 Inspection

3.1.1 Both the Local Authority and the Operating Company shall be allowed to undertake inspections of shared electrical equipment at any time irrespective of the location of such equipment.

3.1.2 Where such an inspection highlights a defect to equipment located within the area of responsibility of the party undertaking the inspection then that party shall undertake any appropriate repairs informing the other party in writing of the nature extent and timing of such repairs.

Where such an inspection highlights a defect to equipment located outwith the area of responsibility of the party undertaking the inspection then that party shall inform the other party of the nature of the defect.

The second party shall then undertake any appropriate repairs, informing the first party of the nature, extent and timing of such repairs.

4 TESTING OF SHARED ELECTRICAL EQUIPMENT

4.1 Testing

4.1.1 Electrical testing as described at Annex C to TD23/99 of Volume 8 Section 3 of the Design Manual for Roads and Bridges shall be undertaken jointly with both the Local Authority and the Operating Company being represented.

The timing of such testing shall follow the existing timetables used by the Local Authority.

The Operating Company shall be responsible for liaising with the Council regarding the timing of such tests.