

2011 No. 198

ROADS AND BRIDGES

SPECIAL ROADS

**The M8 Special Road (Baillieston to Newhouse) Appropriation
Order 2011**

Made - - - - *10th March 2011*

Coming into force - - *30th March 2011*

The Scottish Ministers make the following Order in exercise of the powers conferred by section 9(1)(a) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 9(4) of that Act, they are satisfied that no other route for traffic other than traffic of the class authorised by the scheme is reasonably required.

In accordance with section 55A(b) of that Act, they have determined that the project falls within Annex I to the Council Directive 85/337/EEC(c), as relevantly amended by Council Directive 97/11/EC(d) and Council Directive 2003/35/EC(e) on the assessment of the effects of certain public and private projects on the environment.

In accordance with section 55A 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 section 55A of that Act.

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

Citation and commencement

1. This Order may be cited as the M8 Special Road (Baillieston to Newhouse) Appropriation Order 2011 and comes into force on the 30th March 2011.

(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 55A was substituted by S.S.I. 1991/1 and was amended by S.S.I. 2006/614.
(c) O.J. L 175, 5.7.1985, p.40.
(d) O.J. L 73, 14.3.1997, p.5.
(e) O.J. L 156, 25.6.2003, p.17.
(f) Part 1 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.

Appropriated road

2. The Scottish Ministers specify that the lengths of trunk road referred to in the Schedule, being lengths comprised in the route of the special road prescribed by the M8 (Baillieston to Newhouse) Special Road Scheme 2011, shall be appropriated by them as special road authority on the date of opening of that special road for use as a special road.

J G BARTON

A member of staff of the Scottish Ministers

Buchanan House
Glasgow
10th March 2011

SCHEDULE

Article 2

INTERPRETATION

In this Schedule—

“the plan folio” means the Plan numbered OTG/1404/3001 comprised of the key plan and plans AP1 to AP4 and entitled “The M8 Special Road (Baillieston to Newhouse) Appropriation Order 2011”, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow;

“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 plan AP1 of the plan folio;

“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 plan AP1 of the plan folio;

“point 9” means the intersection of the existing centrelines of the B7070 North Road and the North Calder Water shown marked “point 9” on plan AP2 of the plan folio;

“point 11” means the centre-point of the existing north roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 11” on plan AP3 of the plan folio;

“point 12” means the centre-point of the existing south roundabout at Eurocentral Scotland, Coddington Crescent, Motherwell, Lanarkshire ML1 4YF shown marked “point 12” on plan AP3 of the plan folio;

“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 plan AP3 of the plan folio; and

“point 15” means the intersection where the centreline of the west section of the existing Newhouse Roundabout passes under the centreline of the existing M8/A8 Edinburgh-Greenock Trunk Road shown marked “point 15” on plan AP4 of the plan folio.

LENGTHS OF TRUNK ROAD TO BE APPROPRIATED

1. From a point 740 metres or thereby east of point 1, to a point 700 metres or thereby east of point 1, generally in a north-westerly direction for a distance of 55 metres or thereby as shown by double line hatch between the points marked “A” and “B” on plan AP1 in the plan folio.

2. From a point 230 metres or thereby south, south-west from point 2 in a clockwise direction for a distance of 800 metres or thereby returning to the same point 230 metres or thereby south, south-west of point 2 as shown by double line hatch between the points marked “C”, “D”, “A” and returning to the same point marked “C” on plan AP1 in the plan folio.

3. From a point 305 metres or thereby south of point 2, to a point 700 metres or thereby south-east of point 2, generally in a south-easterly direction for a distance of 455 metres or thereby as shown by double line hatch between the points marked “D” and “E” on plan AP1 in the plan folio.

4. From a point 440 metres or thereby south-east of point 2, to a point 685 metres or thereby south-east of point 2, generally in a south-easterly direction for a distance of 270 metres or thereby as shown by double line hatch between the points marked “F” and “G” on plan AP1 in the plan folio.

5. From a point 285 metres or thereby north of point 9, to a point 145 metres or thereby north-west of point 9, generally in a south-westerly direction for a distance of 205 metres or thereby as shown by double line hatch between the points marked “H” and “I” on plan AP2 in the plan folio.

6. From a point 175 metres or thereby west of point 9, to a point 155 metres or thereby north-west of point 9, generally in a north-easterly direction for a distance of 95 metres or thereby as shown by double line hatch between the points marked “J” and “K” on plan AP2 in the plan folio.

7. From a point 500 metres or thereby west of point 11, to a point 310 metres or thereby south-east of point 13, generally in a south-easterly direction for a distance of 2.55 kilometres or thereby as shown by double line hatch between the points marked “L” and “M” on plan AP3 in the plan folio.

8. From a point 170 metres or thereby north-west of point 12, to a point 440 metres or thereby north-west of point 12, generally in a westerly direction for a distance of 280 metres or thereby as shown by double line hatch between the points marked “N” and “O” on plan AP3 in the plan folio.

9. From a point 380 metres or thereby east of point 12, to a point 180 metres or thereby north-east of point 12, generally in a westerly direction for a distance of 210 metres or thereby as shown by double line hatch between the points marked “P” and “Q” on plan AP3 in the plan folio.

10. From a point 270 metres or thereby south-west of point 13, to a point 335 metres or thereby south-west of point 13, generally in a north-westerly direction for a distance of 65 metres or thereby as shown by double line hatch between the points marked “R” and “S” on plan AP3 in the plan folio.

11. From a point 210 metres or thereby south-west of point 13, to a point 265 metres or thereby south-west of point 13, generally in a westerly direction for a distance of 60 metres or thereby as shown by double line hatch between the points marked “T” and “U” on plan AP3 in the plan folio.

12. From a point 110 metres or thereby south-west of point 13, to a point 390 metres or thereby south-east of point 13, generally in an easterly direction for a distance of 400 metres or thereby as shown by double line hatch between the points marked “V” and “W” on plan AP3 in the plan folio.

13. From a point 725 metres or thereby south-west of point 15, to a point 130 metres or thereby south-west of point 15, generally in a north-easterly direction for a distance of 590 metres or thereby as shown by double line hatch between the points marked “X” and “Y” on plan AP4 in the plan folio.

14. From a point 320 metres or thereby south-west of point 15, to a point 40 metres or thereby north-west of point 15, generally in a north-easterly direction for a distance of 310 metres or thereby as shown by double line hatch between the points marked “Z” and “AA” on plan AP4 in the plan folio.

15. From a point 40 metres or thereby south of point 15, to a point 320 metres or thereby south-west of point 15, generally in a south-westerly direction for a distance of 310 metres or thereby as shown by double line hatch between the points marked “AB” and “AC” on plan AP4 in the plan folio.