
SCOTTISH STATUTORY INSTRUMENTS

2007 No. 21

**ROADS AND BRIDGES
SPECIAL ROADS**

The M8 Special Road (Glasgow - Greenock) (Junction 21, Seaward Street Improvement)
(Side Roads) Order 2007

Made 19th January 2007
Coming into force 26th January 2007

The Scottish Ministers, in exercise of the powers conferred by section 9(1)(c) as read with section 143(1) of the Roads (Scotland) Act 1984(a), and of all other powers enabling them in that behalf, having been satisfied in accordance with section 9(3) of the said Act, having determined in accordance with sections 20A(b) and 55A(c) of the said Act that the project falls within Annex II to Council Directive No 85/337/EEC(d) on the assessment of the effects of certain public and private projects on the environment and an Environmental Statement having been published on 22nd September 2006 and having complied with the provisions of the said sections 20A and 55A of, and Part 1 of Schedule 1(e) to, the said Act, hereby make the following Order:

1. This Order may be cited as the M8 Special Road (Glasgow - Greenock) (Junction 21, Seaward Street Improvement) (Side Roads) Order 2007 and shall come into force on 26th January 2007.

(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 1988 (c.46).

(b)Section 20A was inserted by regulation 49 of the Environmental Impact Assessment (Scotland) Regulations 1999 (S.S.I. 1999/1).

(c)Section 55A was inserted by regulation 50 of S.S.I. 1999/1.

(d)O.J. No L175, 5.6.85, p. 40 was amended by Council Directive 97/11/EC (O.J. No. L73, 14.3.1997, p.4).

(e)Part I of Schedule 1 was relevantly amended by the Local Government etc (Scotland) Act 1994 (c.39), Schedule 13, Paragraph 135, by regulation 52 of S.S.I. 1999/1, and by the Water Industry (Scotland) Act 2002 (asp 3), Schedule 7, paragraph 14.

2. The Scottish Ministers as special roads authority are hereby authorised:
 - a. to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in Part 1 of the Schedule to this Order;
 - b. to improve those lengths of road described in Part 2 of the Schedule to this Order;
 - c. to stop up those lengths of road described in Part 3 of the Schedule to this Order when the new side roads are open for through traffic;
3. Where immediately before the date of this Order comes into force there is under, in, on, over, along or across any of the lengths of road described in the Schedule to this Order any apparatus of a statutory undertaker, any rights of the statutory undertaker in respect of any such apparatus shall be preserved.
4. On 1st April next after the date that the new side roads are open for the purpose of through traffic, the new side roads shall be transferred to Glasgow City Council as roads authority therefore.

R A INGLIS
A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
Glasgow
19th January 2007

SCHEDULE

In this Schedule the following expressions have the following meanings:

“the Plan” means the Plan numbered UM/NSW/D/I/33/2 entitled “The M8 Special Road (Glasgow - Greenock) (Junction 21, Seaward Street Improvement) (Side Roads) Order 2007”, signed with reference to this Order and deposited at the offices of the Transport Scotland, Buchanan House, Glasgow, G4 0HF.

“ the M8 Motorway” means the existing M8/A8 Edinburgh – Greenock Trunk Road.

PART 1

ROUTES OF THE NEW SIDE ROADS

1 From a point on the existing exit slip road from the M8 Motorway to Seaward Street, located 10 metres or thereby west of its junction with Seaward Street in a southerly direction for a distance of 85 metres or thereby, as shown by stipple and numbered “1” on the Plan.

2 From a point on Seaward Street, located 16 metres or thereby south of its junction with the existing entry slip road to the M8 Motorway from Seaward Street in a northerly direction for a distance of 16 metres or thereby, as shown by stipple and numbered “2” on the Plan.

PART 2

LENGTHS OF ROAD TO BE IMPROVED

1. That length of Seaward Street from a point 20 metres or thereby north of its junction with the existing exit slip road from the M8 Motorway to Seaward Street in a southerly direction for a distance of 150 metres or thereby, as shown by cross hatching and numbered “3” on the Plan.

2. That length of Scotland Street from its junction with Seaward Street in an easterly direction for a distance of 20 metres or thereby as shown by cross hatching and numbered “4” on the Plan.

PART 3

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of road known as Seaward Street from a point 18 metres or thereby south of its junction with the existing exit slip road from the M8 Motorway to Seaward Street in a southerly direction for a distance of 76 metres or thereby, as shown by zebra hatching and numbered “5” on the Plan.
2. That length of road known as Seaward Street from its junction with Scotland Street in a northerly direction for a distance of 80 metres or thereby, as shown by zebra hatching and numbered “6” on the Plan.
3. That length of road known as Seaward Street from its junction with Scotland Street in a southerly direction for a distance of 25 metres or thereby, as shown by zebra hatching and numbered “7” on the Plan.