
Changes to legislation: There are currently no known outstanding effects for the Airdrie-Bathgate Railway and Linked Improvements Act 2007, SCHEDULE 1. (See end of Document for details)

SCHEDULE 1

(introduced by section 2)

SCHEDULED WORKS

In the local government areas of North Lanarkshire, West Lothian and the City of Edinburgh a railway between Drumgelloch and Bathgate, substantially on the solum of the former railway, together with linked improvements to sections of the existing operational railway between Airdrie and Drumgelloch and Bathgate and Edinburgh, associated railway sidings and other works, including the raising of bridges along the existing railway between Bathgate and Edinburgh, and provision for new stations at Caldercruix and Armadale and relocated stations at Bathgate and Drumgelloch; including roads and private accesses necessitated by the railway works, and comprising—

In the local government areas of North Lanarkshire and West Lothian—

Work No. 1—A railway (22,032 metres in length) commencing by a junction with the Drumgelloch-Helensburgh via Queen Street Low Level and Singer Railway at a point 141 metres west of the bridge carrying Crowwood Drive over that railway, passing eastwards largely along the solum of the former railway, and terminating by a junction with the Bathgate branch railway at the relocated Bathgate station at a point 103 metres south of the junction of Gordon Avenue with Edinburgh Road. Work No. 1 includes new stations at Caldercruix and Armadale and relocated stations at Drumgelloch and Bathgate.

In the local government area of West Lothian—

Work No. 1A—A railway (668 metres in length) commencing by a junction with the Bathgate branch railway at a point 240 metres south of the junction of Gordon Avenue with Edinburgh Road, passing eastwards and terminating at a point 82 metres west of the bridge carrying Blackburn Road (B 782) over the Bathgate branch railway. Work No. 1A includes the removal of Rennie's overbridge carrying a path between Edinburgh Road and the Bathgate Golf Course.

Work No. 1AA—A railway (554 metres in length and forming sidings for a light maintenance depot at the site of the relocated Bathgate station) commencing at a point 155 metres south of the junction of Gordon Avenue with Edinburgh Road, passing eastwards and terminating by a junction with Work No. 1A at a point 450 metres east of Rennie's overbridge carrying a path between Edinburgh Road and the Bathgate Golf Course.

In the local government area of North Lanarkshire—

Work No. 1B—A footbridge over the Drumgelloch-Helensburgh via Queen Street Low Level and Singer Railway at Airdrie Station.

Work No. 1C—A footbridge over the railway (Work No. 1), at the relocated Drumgelloch station.

Work No. 1D—A footbridge over the railway (Work No. 1) at the new station at Caldercruix.

In the local government area of West Lothian—

Work No. 1E—A footbridge over the railway (Work No. 1) at the new station at Armadale.

Work No. 1F—A footbridge over the Bathgate branch railway at the relocated Bathgate station.

Work No. 1G—A railway (480 metres in length and forming sidings for a freight depot at Boghall) commencing by a junction with the Bathgate branch railway at a point 28 metres east of the bridge carrying the A7066 over that railway, passing eastwards, and terminating at Boghall at a point 69 metres west of the bridge carrying Starlaw Road over the M8.

In the local government area of North Lanarkshire—

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Work No. 2A—A cyclepath at Clarkston, commencing in Calderigg Place at a point 7 metres east of the junction of Torrance Avenue with Calderigg Place, passing north-eastwards and eastwards and terminating in Dunrobin Road at a point adjacent to the southern side of the entrance to Caldervale Forge.

Work No. 2B—A cyclepath commencing in Towers Road (Work No. 7) Clarkston at a point 7 metres north of the junction of Katherine Street with Towers Road, passing eastwards and northwards, then in a generally eastwards direction crossing over Katherine Park Lane at Clarkston, then passing northwards and eastwards and southwards, then in a generally eastwards direction then northwards and eastwards at Plains and terminating by a junction with the road (Work No. 9) at a point 151 metres south-east of the junction of that unnamed road with Main Street (A89).

Work No. 2C—A cyclepath adjacent to Brownieside Road, Plains, commencing in that road at a point 50 metres south-east of Brownieside Mill House, passing north-westwards and terminating by a junction with the road (Work No. 10) at a point 18 metres south-east of Brownieside Cottage.

Work No. 2E—A cyclepath commencing by a junction with Main Street (A89), passing northwards and south eastwards, then in a generally eastwards direction, southwards then eastwards and terminating at a point 6 metres south of overbridge 240/052, Caldercruix.

In the local government areas of North Lanarkshire and West Lothian—

Work No. 2F—A cyclepath commencing in Main Street, Caldercruix, at a point 44 metres east of the junction of Glengowan Road with Main Street, passing in a generally easterly direction over North Calder Water, then alongside Hillend Reservoir, and through Bracco Wood, then continuing in a generally easterly direction and terminating by a junction with the existing cyclepath at Mosshouse at a point 80 metres south of the southern corner of the main building at Mosshouse. Work No.2F includes the raising of the bridge over the railway (Work No.1) at Crawberry Hill.

In the local government area of West Lothian—

Work No. 2G—A cyclepath south of the disused Redburn Quarry, commencing by a junction with the existing cyclepath at a point 406 metres south of the junction of an existing track with Main Street (A89), passing southwards, then eastwards and northwards, and terminating by a junction with the existing cyclepath at a point 413 metres south of the junction of that existing track with Main Street.

In the local government areas of North Lanarkshire and West Lothian—

Work No. 2J—A cyclepath commencing by a junction with the existing cyclepath at a point 170 metres south-east of the junction of Bedlormie Drive with Redburn Road, passing eastwards over Barbauchlaw Burn, then southwards and eastwards across the track leading to the western entrance to Standhill Farm, continuing eastwards and terminating by a junction with the Millbank Quarry Road (Work No. 30B) at a point 175 metres south of the junction with the track leading to the eastern entrance to Standhill Farm with Millbank Quarry Road.

In the local government area of West Lothian—

Work No. 2K—A cyclepath at Blackridge, commencing by a junction with Harthill Road (B718) at a point 9 metres east of the junction of Station Road with Harthill Road, passing eastwards and terminating by a junction with the existing cyclepath at a point 174 metres east of that road junction.

Work No. 2L—A cyclepath commencing by a junction with the existing cyclepath at Westrigg at a point 180 metres west of the southern end of the track leading to Brownclair and Airdrie Road (A 89) passing eastwards and terminating at Armadale by a junction with Stonerigg Road at a point 194 metres south-east of that Burn.

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Work No. 2N—A cyclepath commencing at Armadale by a junction with Stonerigg Road at a point 224 metres east of Black Moss Burn, passing eastwards to Armadale, then northwards, and terminating by a junction with Station Road (B8084) at a point 190 metres south of the junction of Morgan Way with Station Road.

Work No. 2P—A cyclepath commencing at Armadale by a junction with the road (Work No. 34) at a point 288 metres south-east of the junction of Morgan Way with Station Road, passing in a generally easterly direction and terminating at Teepit Hill by a junction with the cyclepath (Work No. 2Q) at a point 208 metres west of the junction of Birniehill Avenue with Birniehill Crescent.

Work No. 2Q—A cyclepath at Teepit Hill, commencing by a junction with the cyclepath (Work No. 2P) at its termination, passing westwards, then southwards and eastwards, and terminating by a junction with the cyclepath (Work No. 2R) at a point 88 metres west of the junction of Birniehill Avenue with Birniehill Crescent.

Work No. 2R—A cyclepath commencing by a junction with the cyclepath (Work No. 2Q) at its termination, passing eastwards and terminating by a junction with Birniehill Avenue at its junction with Birniehill Crescent.

Work No. 2S—A cyclepath at Bathgate, commencing by a junction with Birniehill Avenue at a point 104 metres north-east of the junction of Birniehill Road with Birniehill Avenue, passing north-eastwards, then northwards and terminating at a point on the eastern side of Whitburn Road 25 metres east of the junction of the access road leading to the Bathgate Health Centre with Whitburn Road.

In the local government area of North Lanarkshire—

Work No. 4—A road, being a raising of Carlisle Road (A 73), Airdrie, over the Drumgelloch-Helensburgh via Queen Street Low Level and Singer Railway commencing in that road at a point 53 metres south of the centre of the roundabout at the junction of that road with Clark Street, Motherwell Street and Forrest Street, and terminating in Carlisle Road at a point 150 metres south of the centre of that roundabout.

Work No. 5—A road forming a means of access from Calderrigg Road to the relocated Drumgelloch station.

Work No. 6—A road forming a means of access from Forrest Street to the new station car park at Drumgelloch.

Work No. 7—A road, being a raising of Towers Road, Clarkston, over the railway (Work No. 1) commencing in that road at a point 53 metres north-west of the junction of Dunrobin Road with Towers Road and terminating in Towers Road at a point 10 metres north of the junction of Katherine Street with Towers Road.

Work No. 8A—A temporary road at Clarkston, for the duration of the construction of Work No. 8B, commencing at a point in Katherine Park Lane 30 metres south of the south-eastern corner of Wester Moffat farm house, passing northwards and terminating in Katherine Park Lane at a point 137 metres south-east of the junction of that road with Forrest Street.

Work No. 8B—A road, being a raising of Katherine Park Lane, Clarkston, over the railway (Work No. 1), commencing in that road at a point 29 metres south of the south-eastern corner of Wester Moffat farm house, passing northwards over the railway (Work No. 1) and terminating in that road at a point 142 metres south-east of the junction of that road with Forrest Street. Work No. 8B includes a bridge over the railway (Work No. 1).

Work No. 9—A road at Plains commencing by a junction with Main Street (A 89) at a point 35 metres east of the junction of Meadowhead Road with Main Street (A 89) passing south-eastwards over the railway (Work No. 1) then eastwards and terminating by a junction with Brownieside Road in that road at a point 47 metres south-east of the south-

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eastern corner of Brownieside Mill House. Work No. 9 includes a bridge over the railway (Work No.1).

Work No. 9A—A road at Plains commencing by a junction with the road (Work No. 9) passing eastwards and terminating at the entrance to the existing Express Dairies depot.

Work No. 10—A road at Plains commencing by a junction with Brownieside Road at a point in that road 21 metres south-east of the south-eastern corner of Brownieside Cottage, passing north-eastwards and terminating at the entrance to Ford Farm, Loadmanford.

Work No. 11—A road at Plains commencing by a junction with the road (Work No.12) at a point in Station Road 69 metres south-east of the junction of that road with Main Street (A89), passing north-eastwards and terminating at a point 65 metres north-east of the junction of Station Road with Main Street (A89).

Work No. 12—A realignment of Station Road, Plains, commencing in that road at a point 65 metres south-east of its junction with Main Street (A89), passing north-westwards and terminating in Station Road at a point 41 metres south-east of its junction with Main Street.

Work No. 13—A footbridge over the railway (Work No. 1) at Plains to provide a link between Main Street (A89), Brownieside Road and Plains Country Park commencing by a junction with Main Street (A89), passing south-eastwards then south-westwards and terminating by a junction with Station Road.

Work No. 14—A temporary realignment of Main Street (A 89)/Airdrie Road (A 89) east of Plains, commencing in Main Street at a point 315 metres north-east of Ford Bridge, passing westwards, then south-westwards and terminating in Airdrie Road (A89) at a point 94 metres north-east of Ford Bridge. Work No. 14 includes a bridge over the railway (Work No. 1).

Work No. 15—A temporary realignment of the Caldercruix Sewage Works and Easterton Farm access road commencing in that access road at a point 98 metres north of its junction with Airdrie Road (A89), passing generally northwards and terminating in that access road at a point 172 metres north of that road junction.

Work No. 16—A realignment of Airdrie Road (A 89), Caldercruix commencing in that road at a point 198 metres east of the entrance to Clints Farm, passing westwards and terminating in that road at a point 19 metres east of that farm entrance.

Work No. 16A—An access road at Caldercruix commencing by a junction with the realigned Airdrie Road (Work No. 16) at a point 119 metres east of the entrance to Clints Farm, passing northwards over North Calder Water, and terminating at Caldercruix at a point 192 metres north-east of that farm entrance. Work No. 16A includes a bridge over North Calder Water.

Work No. 18—An improvement of Main Street, Caldercruix, commencing at a point in that road at its junction with Airdrie Road (A 89), passing northwards over North Calder Water and terminating in Main Street at a point 30 metres west of the junction of Church Place with Main Street. Work No. 18 includes a bridge over North Calder Water.

Work No. 19—A road, being a raising of Main Street, Caldercruix, over the railway (Work No. 1), commencing in Main Street at a point 38 metres north-east of the junction of Millstream Crescent with Main Street, passing in a north-easterly direction over the railway (Work No. 1) and terminating in Main Street at a point 10 metres north-east of the junction of Station Road with Main Street. Work No. 19 includes a bridge over the railway (Work No. 1).

Work No. 20A—A temporary road at Hillend, for the duration of the construction of Work No. 20B, commencing in the unnamed road between Airdrie Road (A 89) and Hillend Reservoir Car Park at a point 122 metres north of the junction of that road with Airdrie Road, passing northwards and terminating in that unnamed road at a point 269 metres north of that road junction.

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Work No. 20B—A road, being a raising of the unnamed road between Airdrie Road (A 89) and Hillend Reservoir Car Park, over the railway (Work No. 1), commencing in that unnamed road at a point 122 metres north of its junction with Airdrie Road, passing northwards over the railway (Work No. 1), and terminating in that unnamed road at a point 269 metres north of that road junction. Work No. 20B includes a bridge over the railway (Work No. 1).

Work No. 21—A footbridge over the railway (Work No. 1) at Hillend Fishing Lodge between Airdrie Road (A89) and Hillend Angling Club.

Work No. 22A—A temporary road at Forrestfield, for the duration of the construction of Work No. 22B, commencing by a junction with Airdrie Road at a point 25 metres west of the existing junction of Woodside Road with Airdrie Road (A 89), passing northwards and terminating by a junction with Work No. 23.

Work No. 22B—A road, being a raising of Woodside Road, Forrestfield, over the cyclepath (Work No. 2F) and the railway (Work No. 1), commencing at the junction of Airdrie Road (A 89) with Woodside Road, passing northwards over the cyclepath (Work No. 2F) and the railway (Work No. 1), and terminating by a point in Woodside Road 165 metres north of that junction. Work No. 22B includes a bridge over the cyclepath (Work No. 2F) and the railway (Work No. 1).

Work No. 23—An access road at Forrestfield, commencing by a junction with Woodside Road at a point 165 metres north of the junction of that road with Airdrie Road (A89), passing southwards then westwards and terminating at a point 140 metres south-west of its commencement.

Work No. 24—A road at Raiziehill, commencing at a point adjacent to the property known as Raiziehill, passing northwards, then eastwards and terminating by a junction with the track between the unnamed road and the property known as Raiziehill at a point 82 metres north of that property.

In the local government areas of North Lanarkshire and West Lothian—

Work No. 25A—A temporary road at Bedlormie Toll, for the duration of the construction of Work No. 25B, commencing in Airdrie Road (A89) at a point 173 metres south-east of the property known as Raiziehill, passing eastwards and terminating at a point in Airdrie Road 521 metres south-east of that property.

Work No. 25B—A road, being a raising of Airdrie Road (A 89), Bedlormie Toll, over the railway (Work No. 1) and the cyclepath (Work No. 2F), commencing in that road at a point 200 metres south-east of the property known as Raiziehill, passing eastwards over the railway (Work No. 1) and the cyclepath (Work No. 2F), and terminating in Airdrie Road (A89) at a point 390 metres east of that property. Work No. 25B includes a bridge over the railway (Work No. 1) and the cyclepath (Work No. 2F).

In the local government area of West Lothian—

Work No. 26—A road at Mosshouse, commencing at a point adjacent to the property known as Mosshouse 36 metres south-west of the main building at Mosshouse, passing southwards over the railway (Work No. 1) then westwards and terminating at a point 133 metres south-west of the southern corner of that main building. Work No. 26 includes a bridge replacing the existing bridge over the railway (Work No. 1).

Work No. 27—A road in part adjacent to the disused Redburn Quarry, being a realignment of the Bogend Farm Access Road between Main Street (A 89) and Bogend Farm, commencing in that access road at a point 200 metres south of that unnamed road with Main Street, passing southwards over the railway (Work No. 1) and terminating at a point in Bogend Farm 496 metres south of that road junction. Work No. 27 includes a bridge over the railway (Work No. 1).

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Work No. 28—An access road adjacent to the disused Redburn Quarry, commencing by a junction with the road (Work No. 27) passing southwards and terminating at a point 79 south-westwards of that junction.

In the local government areas of North Lanarkshire and West Lothian—

Work No. 29—A road west of Blackridge, being a realignment of the unnamed road leading to the western entrance to Standhill Farm, commencing in that unnamed road at a point 30 metres south of that entrance, passing southwards over the railway (Work No. 1) and terminating in that unnamed road at a point 173 metres south of that entrance. Work No. 28 includes a bridge over the railway (Work No. 1).

In the local government area of West Lothian—

Work No. 30A—A temporary road at Blackridge, for the duration of the construction of Work No. 30B, commencing in Millbank Quarry Road at a point 96 metres south of the junction of the access road leading to the eastern entrance to Standhill Farm with Millbank Quarry Road, passing south-eastwards and terminating in Station Road at a point 240 metres south-east of that road junction.

Work No. 30B—A road, being a raising of Millbank Quarry Road/Station Road, Blackridge, over the railway (Work No. 1), commencing in Millbank Quarry Road at a point 113 metres south of the junction of Millbank Quarry Road with the access road leading to the eastern entrance to Standhill Farm, passing south-eastwards over the railway (Work No. 1), and terminating in Station Road at a point 216 metres south of that road junction. Work No. 30B includes a bridge over the railway (Work No. 1).

Work No. 31—A road, being a lowering of Harthill Road (B718), Blackridge, under the railway (Work No. 1), commencing in Westcraigs Road at a point 36 metres south of the bridge carrying that road over Barbauchlaw Burn, passing southwards under the railway (Work No. 1), and terminating in Harthill Road (B718) at a point 5 metres east of the junction of Station Road with Harthill Road. Work No. 31 includes a bridge replacing the existing bridge under the railway (Work No. 1).

Work No. 31A—A road at Blackridge, commencing at a point 482 metres south-east of the junction of Airdrie Road (A89) with the access track adjacent to Brownclair, passing south-westwards, then northwards over the railway (Work No. 1) and the cyclepath (Work No. 2L) and terminating at a point 258 metres south of that junction. Work No. 31A includes a bridge over the cyclepath (Work No. 2L) and the railway (Work No. 1).

In the local government areas of North Lanarkshire and West Lothian—

Work No. 32—A road at Black Moss Burn, commencing by a junction with Stonerigg Road at a point 197 metres south-east of Black Moss Burn, passing south-eastwards and terminating by a junction with the access road between Netherhouses and Westfield Farm and Stonerigg Road at a point 317 metres south of the junction of that access road and Stonerigg Road.

In the local government area of West Lothian—

Work No. 33—A realignment of Station Road (B8084), Armadale, commencing in Station Road at a point 101 metres south of No.79 Station Road, passing north-westwards over the railway (Work No. 1) then northwards and terminating in that road at a point 38 metres south of the junction of Morgan Way with Station Road. Work No. 33 includes a bridge over the railway (Work No. 1).

Work No. 34—A road at Armadale, commencing by a junction with the road (Work No. 33) at a point 114 metres south of the junction of Morgan Way with Station Road (B 8084), passing north-eastwards then eastwards and south-eastwards across the road (Work No. 37) and terminating in the new station car park at Armadale at a point 302 metres south-east of the junction of Morgan Way with Station Road.

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Work No. 35—An access road at Armadale, commencing by a junction with the road (Work No. 33) at a point 25 metres south-west of No. 79 Station Road, passing westwards and terminating by a junction with Springfield Access Road at a point 82 metres west of No. 79 Station Road.

Work No. 36—A road at Armadale, commencing in the access road leading to Tarrareoch Farm and Honeysuckle cottage at a point 223 metres east of that road junction, passing south-westwards and terminating by a junction with the road (Work No. 34) at a point 189 metres east of the junction of Morgan Way with Station Road (B8084).

Work No. 37—A road at Armadale, commencing at a point 218 metres east of the junction of Morgan Way with Station Road (B 8084), passing north-eastwards across the road (Work No. 34) and terminating at a point 284 metres east of that road junction.

Work No. 38—A road at Whiteside, commencing at the proposed feeder station adjacent to the A 801 road overbridge 240/034A, passing eastwards and terminating by a junction with the track leading to Whitburn Road (B7002) at a point 374 metres north-west of the junction of that track with that road.

Work No. 39A—A temporary road at Bathgate, for the duration of the construction of Work No. 39B, commencing in Whitburn Road (B7002) at a point 132 metres east of the junction of Birniehill Road with Birniehill Avenue, passing northwards and terminating in Whitburn Road (B7002) at a point 4 metres north-west of the junction of Whiteside with Whitburn Road (B7002).

Work No. 39B—A road, being a raising of Whitburn Road, Bathgate (B7002), over the cyclepath (Work No. 2S) and the railway (Work No. 1), commencing in Whitburn Road (B7002) at a point 138 metres east of the junction of Birniehill Road with Birniehill Avenue, passing northwards over the cyclepath (Work No. 2S) and the railway (Work No. 1), and terminating at a point in Whitburn Road 9 metres north-west of the junction of Whiteside with Whitburn Road. Work No. 39B includes a bridge over the cyclepath (Work No. 2S) and the railway (Work No. 1).

Work No. 40—A road at Bathgate, commencing in Menzies Road at a point 34 metres north-west of the centre of the existing roundabout at the junction of Menzies Road with Whitburn Road (B7002), passing south-eastwards, then eastwards and south-eastwards and terminating at a point 148 metres south of the junction of Academy Street with Edinburgh Road.

Work No. 41—A road at Bathgate, commencing in Whitburn Road (B7002) at a point 54 metres east of the centre of the existing roundabout at the junction of Menzies Road with Whitburn Road, passing south-westwards and terminating in Whitburn Road at a point 54 metres south-west of the centre of that existing roundabout.

Work No. 42—A road at Bathgate, commencing at the entrance to Bathgate Foundry, passing south-westwards and terminating by a junction with the road (Work No. 40) at a point 48 metres south-east of the centre of the existing roundabout at the junction of Menzies Road with Whitburn Road.

Work No. 43—An access road at Bathgate, commencing by a junction with the road (Work No. 40) at a point 121 metres south of the junction of Academy Street with Edinburgh Road, passing south-eastwards and terminating in the access road leading to Bathgate Golf Course at a point 175 metres south-east of that road junction.

Work No. 44—A footbridge over the Bathgate branch railway at Boghall, to carry the existing path between Hunter Grove and the A7066.

Work No. 45—A temporary road at Boghall, commencing by a junction with the A 7066 at a point 35 metres north-west of the centre of the roundabout at that junction, passing northwards then north-eastwards and northwards and terminating at a point 51 metres south-west of the footbridge (Work No. 44).

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Work No. 46—A road at Boghall, commencing by a junction with the A7066 at a point 30 metres south-east of the centre of the roundabout at the junction of that road with the entrance to The Pyramids Business Park, passing north-eastwards then eastwards and northwards and terminating in Bog Burn at a point 155 metres south-east of the bridge carrying the A7066 over the Bathgate branch railway.

Work No. 47A—A temporary road at Livingston, for the duration of the construction of Work No. 47B, commencing in Deans North Road at a point 10 metres south-east of its junction with Deans South Road, passing south-eastwards and terminating in Deans North Road at a point 118 metres south-east of that road junction.

Work No. 47B—A road, being a raising of Deans North Road, Livingston, over the Bathgate branch railway, commencing in that road at a point 19 metres south-east of its junction with Deans South Road, passing south-eastwards and terminating in Deans North Road at a point 109 metres south-east of its junction with Deans South Road. Work No. 47B includes a bridge over the Bathgate branch railway.

Work No. 48A—A temporary footbridge over the Bathgate branch railway at Camps Rigg, Livingston, for the duration of the construction of Work No. 48B, to carry the path between Camps Rigg and Sutherland Way.

Work No. 48B—A raising of the footbridge over the Bathgate branch railway at Camps Rigg, Livingston which carries the path between Camps Rigg and Sutherland Way.

Work No. 49A—A temporary footbridge over the Bathgate branch railway at Morrison Way, Livingston, for the duration of the construction of Work No. 49B, to carry the path known as The Loan Path.

Work No. 49B—A raising of the footbridge over the Bathgate branch railway at Morrison Way, Livingston, which carries the path known as The Loan Path.

Work No. 50—A raising of the footbridge over the Bathgate branch railway at the Houstoun Industrial Estate, Livingston East, which carries a path into that estate.

Work No. 51—A road at Uphall commencing by a junction with Station Road at a point 204 metres north of the bridge carrying the M8 over that road, passing eastwards then southwards and terminating in plot no. 989 at a point 204 metres north-east of that bridge.

Work No. 52—A footbridge over the Bathgate branch railway and the M8 at Uphall Station providing a link between the proposed northern car park and the southern platform of the station.

Work No. 52A—A ramp from the central span of the footbridge (Work No. 52) to the northern platform of Uphall Station.

In the local government area of the City of Edinburgh—

Work No. 53—An access road in the Newbridge Industrial Estate commencing by a junction with Cliftonhall Road at a point 21 metres south of the bridge carrying the Edinburgh to Glasgow Main Line over that road, passing eastwards then southwards and terminating at a point adjacent to the Bathgate branch railway 316 metres east of that bridge.

Work No. 54A—A temporary road at Norton Mains, for the duration of the construction of Work No. 54B, commencing on the southern side of the Edinburgh to Glasgow Main Line in the track leading to Norton Mains Cottages at a point 138 metres south-west of those Cottages, passing northwards and terminating on the northern side of the Edinburgh to Glasgow Main Line in the track leading to Norton Mains Cottages at a point 53 metres west of those Cottages.

Work No. 54B—A road, being a raising of the track leading Norton Mains Cottages, Norton Mains, over the Edinburgh to Glasgow Main Line, commencing on the southern side of that railway in the track leading to those Cottages at a point 120 metres south-west of those Cottages, passing northwards over that railway and terminating on the northern

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side of that railway in the track leading to those Cottages at a point 85 metres west of those Cottages. Work No. 54B includes a bridge over the Edinburgh to Glasgow Main Line.

Work No. 55A—A temporary road at Roddinglaw, for the duration of the construction of Work No. 55B, commencing in Roddinglaw Road at a point 146 metres north-west of No.1 Roddinglaw Cottages, passing southwards and terminating in that road at a point 19 metres north-west of that Cottage.

Work No. 55B—A road, being a raising of Roddinglaw Road, Roddinglaw, over the Edinburgh to Glasgow Main Line, commencing in that road at a point 129 metres north-west of No.1 Roddinglaw Cottages, passing southwards over that railway and terminating in that road at a point 29 metres-west of that Cottage. Work No. 55B includes a bridge over the Edinburgh to Glasgow Main Line.

Work No. 56A—A temporary road at Gogar, for the duration of the construction of Work No. 56B, commencing in Gogar Station Road at a point adjacent to No.3 Poultry Farm Cottages, passing southwards and terminating in that road at a point 100 metres north-west of Gogar Bank House.

Work No. 56B—A road, being a raising of Gogar Station Road, Gogar, over the Edinburgh to Glasgow Main Line, commencing in that road at a point 60 metres south of No.3 Poultry Farm Cottages, passing southwards over that railway and terminating in that road at a point 124 metres north-west of Gogar Bank House. Work No. 56B includes a bridge over the Edinburgh to Glasgow Main Line.

Work No. 57A—A temporary road at Gogar, for the duration of the construction of Work No. 57B, commencing on the northern side of the Edinburgh to Glasgow Main Line in the track leading to Fairview at a point 105 metres north-west of the bridge carrying The City of Edinburgh Bypass (A 720) over that railway, passing southwards and terminating on the southern side of the Edinburgh to Glasgow Main Line in that track at a point 77 metres north-west of the bridge carrying The City of Edinburgh Bypass (A 720) over that railway.

Work No. 57B—A road, being a raising of the track leading to Fairview, Gogar, over the Edinburgh to Glasgow Main Line, commencing on the northern side of that railway in that track at a point 67 metres north-west of the bridge carrying The City of Edinburgh Bypass (A720) over that railway, passing southwards and terminating on the southern side of the Edinburgh to Glasgow Main Line in that track at a point 64 metres north-west of the bridge carrying The City of Edinburgh Bypass (A 720) over that railway. Work No. 57B includes a bridge over the Edinburgh to Glasgow Main Line.

Changes to legislation:

There are currently no known outstanding effects for the Airdrie-Bathgate Railway and Linked Improvements Act 2007, SCHEDULE 1.