SCOTTISH STATUTORY INSTRUMENTS

2010 No. 253

ROAD TRAFFIC

The M77/A77 Trunk Road (Symington and Bogend Toll Improvements) (Prohibition of Specified Turns) Order 2010

Made	*16th June 2010*
Coming into force	*2nd July 2010*

The Scottish Ministers make the following Order in exercise of the powers conferred by section 1(1) and sections 2(1) and 2(2) of the Road Traffic Regulation Act 1984**(a)**, and of all other powers enabling them to do so.

In accordance with section 1(1) of that Act, they consider it expedient to do so for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising.

They have complied with Part II of the Secretary of State's Traffic Orders (Procedure) (Scotland) Regulations 1987**(b).**

Citation and Commencement

1. This Order may be cited as the M77/A77 Trunk Road (Symington and Bogend Toll Improvements) (Prohibition of Specified Turns) Order 2010 and comes into force on 2nd July 2010.

Prohibition of use of vehicles

2. Subject to Articles 3 and 4 below, no person shall use, or cause or permit the use of, any vehicle on the length of road specified in Part 1 of the Schedule to this Order so as to make any turn specified in Part 2 of the Schedule to this Order.

Permission or Direction of Police Constable

3. No provision of this Order shall apply to anything done with the permission or under the direction of a police constable in uniform.

(a) 1984 c.27; sections 1 and 2 were amended by the New Roads and Street Works Act 1991 (c.22), Section 168 (1) and Schedule 8, paragraphs 17 & 18 respectively. Section 1 was further amended by the Environment Act 1995 (c.25), section 120 and Schedule 22, paragraph 36(1), and by the Transport (Scotland) Act 2001 (asp 2), Schedule 2, paragraph 3. The Scottish Ministers are the traffic authority by virtue of section 121A of the Road Traffic Regulation Act 1984 (inserted by the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraph 70 and amended by the Scotland Act 1998 (Consequential Modifications) Order 2001 (S.I.2001/1400) as read with section 151(1) of the Roads (Scotland) Act 1984 (c.54). The functions of the Secretary of State were transferred to the Scottish Ministers by section 53 of the Scotland Act 1998 (c.46).
(b) S.I.1987/2244

Exemption for emergency vehicles

4. No provision of this Order shall apply to any vehicle while being used in an emergency for fire brigade, ambulance or police purposes.

A C McLaughlin
A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
Glasgow
G4 0HF
16th June 2010

SCHEDULE

In this schedule the following expressions shall have the following meanings:

"the Plan Folio" means the plan folio numbered OTG/1660/5 entitled "The M77/A77 Trunk Road (Symington and Bogend Toll Improvements) (Prohibition of Specified Turns) Order 2010", signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF and at Symington Library, 11 Brewlands Road, Symington.

"the Trunk Road" means the existing M77/A77 Glasgow - Stranraer Trunk Road

The point "A" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to the land to the west of the Trunk Road as shown on Plan PST1 in the Plan Folio.

The point "B" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to Brocket as shown on Plan PST1 in the Plan Folio.

The point "C" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to Rosemount as shown on Plan PST1 in the Plan Folio.

The point "D" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to the land to the west of the Trunk Road as shown on Plan PST1 in the Plan Folio.

The point "E" refers to the point of intersection of the Trunk Road and the projected centre line of the existing C138 public road to Underwood and Ladykirk as shown in Plan PST2 in the Plan Folio.

The point "F" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to Hansel Village as shown on Plan PST2 in the Plan Folio.

The point "G" refers to the point of intersection of the Trunk Road and the projected centre line of the existing C34 Symington Road South as shown on Plan PST2 in the Plan Folio.

The point "H" refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to Helentongate Farm Compound as shown on Plan PST3 in the Plan Folio.

The point "I" refers to the point of intersection of the Trunk Road and the projected centre line of the existing C34 Symington Road North as shown on Plan PST3 in the Plan Folio.

The point "J" refers to the point of intersection of the Trunk Road and the projected centre line of the existing public road to Helenton Mains as shown on Plan PST3 in the Plan Folio.

The point "K" refers to the point of intersection of the Trunk Road and the projected centre line of the existing Whitelees Road as shown on Plan PST3 in the Plan Folio.

The point “L” refers to the point of intersection of the Trunk Road and the projected centre line of the existing B730 Tarbolton Road as shown on Plan PST4 in the Plan Folio.

The point “M” refers to the point of intersection of the Trunk Road and the projected centre line of the existing access to Muirhouse as shown on Plan PST4 in the Plan Folio.

PART 1

1. That length of the existing central reserve opening of the Trunk Road, from a point 2 metres or thereby south west of point A, to a point 2 metres or thereby north east of point A, generally in a north easterly direction for a distance of 4 metres or thereby, shown and numbered “1” on Plan PST1 in the Plan Folio.

2. That length of the existing central reserve opening of the Trunk Road, from a point 2 metres or thereby south west of point B, to a point 2 metres or thereby north east of point B, generally in a north easterly direction for a distance of 4 metres or thereby, shown and numbered “2” on Plan PST1 in the Plan Folio.

3. That length of the existing central reserve opening of the Trunk Road, from point C to a point 12 metres or thereby south west of point C, generally in a south westerly direction for a distance of 12 metres or thereby, shown and numbered “3” on Plan PST1 in the Plan Folio.

4. That length of the existing central reserve opening of the Trunk Road, from a point 2 metres or thereby south west of point D, to a point 2 metres or thereby north east of point D, generally in a north easterly direction for a distance of 4 metres or thereby, shown and numbered “4” on Plan PST1 in the Plan Folio.

5. That length of the existing central reserve opening of the Trunk Road, from a point 13 metres or thereby south west of point E, to a point 5 metres or thereby north east of point E, generally in a north easterly direction for a distance of 18 metres or thereby, shown and numbered “5” on Plan PST2 in the Plan Folio.

6. That length of the existing central reserve opening of the Trunk Road, from a point 9 metres or thereby south west of point F, to a point 9 metres or thereby north east of point F, generally in a north easterly direction for a distance of 18 metres or thereby, shown and numbered “6” on Plan PST2 in the Plan Folio.

7. That length of the existing central reserve opening of the Trunk Road, from a point 6 metres or thereby south west of point G, to a point 10 metres or thereby north east of point G, generally in a north easterly direction for a distance of 16 metres or thereby, shown and numbered “7” on Plan PST2 in the Plan Folio.

8. That length of the existing central reserve opening of the Trunk Road, from a point 2 metres or thereby south west of point H, to a point 4 metres or thereby north east of point

H, generally in a north easterly direction for a distance of 6 metres or thereby, shown and numbered “8” on Plan PST3 in the Plan Folio.

9. That length of the existing central reserve opening of the Trunk Road, from a point 10 metres or thereby south west of point I, to a point 10 metres or thereby north east of point I, generally in a north easterly direction for a distance of 20 metres or thereby, shown and numbered “9” on Plan PST3 in the Plan Folio.

10. That length of the existing central reserve opening of the Trunk Road, from a point 11 metres or thereby south west of point J, to a point 4 metres or thereby north east of point J, generally in a north easterly direction for a distance of 15 metres or thereby, shown and numbered “10” on Plan PST3 in the Plan Folio.

11. That length of the existing central reserve opening of the Trunk Road, from a point 11 metres or thereby south west of point K, to a point 6 metres or thereby north east of point K, generally in a north easterly direction for a distance of 17 metres or thereby, shown and numbered “11” on Plan PST3 in the Plan Folio.

12. That length of the existing central reserve opening of the Trunk Road, from a point 10 metres or thereby south west of point L, to a point 18 metres or thereby north east of point L, generally in a north easterly direction for a distance of 28 metres or thereby, shown and numbered “12” on Plan PST4 in the Plan Folio.

13. That length of the existing central reserve opening of the Trunk Road, from a point 2 metres or thereby south west of point M, to a point 3 metres or thereby north east of point M, generally in a north easterly direction for a distance of 5 metres or thereby, shown and numbered “13” on Plan PST4 in the Plan Folio.

PART 2

1. All U-turns on those lengths of the Trunk Road specified in Part 1 of this schedule.

2. All right turns onto or off those lengths of the Trunk Road specified in Part 1 of this schedule.