STATUTORY INSTRUMENTS

1982 No. 1692 (S. 182)

ROADS AND BRIDGES, SCOTLAND

The London–Carlisle–Glasgow–Inverness Trunk Road (A82) (North of Luss to Hollybank Improvement) Order 1982

Made - - - - *24th November* 1982

Coming into Operation *16th December* 1982

The Secretary of State in exercise of powers conferred by section 1(2) of the Trunk Roads Act 1946 (a) and now vested in him (b) and of all other powers enabling him in that behalf and having complied with the provisions of Schedule 2 to the said Act (c), hereby makes the following order:—

1. This order may be cited as the London–Carlisle–Glasgow–Inverness Trunk Road (A82) (North of Luss to Hollybank Improvement) Order 1982, and shall come into operation on 16th December 1982.

2. The lengths of road (hereinafter referred to as "the new roads") which the Secretary of State proposes to construct along the routes described in Schedule 1 to this order shall become trunk road on the date of the coming into operation of this order.

3. On 1st April next after the date on which notice is given by the Secretary of State to Strathclyde Regional Council that the new roads are open for the purposes of through traffic, those lengths of the London–Carlisle–Glasgow–Inverness Trunk Road (A82) described in Schedule 2 to this order (hereinafter referred to as "the old roads") shall cease to be trunk road.

Given under the Seal of the Secretary of State for Scotland.

L.S.

M. J. P. Cunliffe,
Assistant Secretary.

Scottish Development Department,
New St Andrew's House,
Edinburgh.
24th November 1982.

SCHEDULE 1

THE ROUTES OF THE NEW ROADS

1. From a point on the London–Carlisle–Glasgow–Inverness Trunk Road (A82) 310 metres or thereby north of its junction with the access road to Row of Luss Farm in a northerly direction for a distance of 770 metres or thereby to a point on the said trunk road 1080 metres or thereby north of the said access road, the centre line of the new road being indicated by a heavy black line between the points marked 'A' and 'B' on the plan numbered R/TO/1/DN/59 and marked "The London–Carlisle–Glasgow–Inverness Trunk Road (A82) (North of Luss to Hollybank Improvement) Order 1982", signed and sealed with reference to this order, and deposited at the offices of the Scottish Development Department, New St Andrew's House, Edinburgh EH1 3SZ.

(a) 1946 c.30.
(b) See the Transfer of Functions (Roads, Bridges and Ferries) Order 1955 (S.I. 1955/1955).
(c) Schedule 2 is amended by section 51 of and Schedule 1 to the Roads (Scotland) Act 1970 (c.20).

2. From a point on the said trunk road 680 metres or thereby north of the south west corner of the house at Culag Farm in a northerly direction for a distance of 620 metres or thereby to a point on the said trunk road 1300 metres or thereby north of the said corner, the line of the new road being indicated by a heavy black line between the points marked 'C' and 'D' on the said plan.

3. From a point on the said trunk road 90 metres or thereby north of Wade's Bridge near Sui Quarry in a northerly direction for a distance of 230 metres or thereby to a point 320 metres or thereby north of the said bridge, the line of the new road being indicated by a heavy black line between the points marked 'E' and 'F' on the said plan.

4. From a point on the said trunk road 650 metres or thereby north of Wade's Bridge in a northerly direction for a distance of 90 metres or thereby, the line of the new road being indicated by a heavy black line between the points marked 'G' and 'H' on the said plan.

5. From a point on the said trunk road 850 metres or thereby north of Wade's Bridge in a northerly direction for a distance of 410 metres or thereby to a point on the said trunk road 50 metres or thereby north of its junction with the access road to Inverbeg Caravan Site, the line of the new road being indicated by a heavy black line between the points marked 'J' and 'K' on the said plan.

6. From a point on the said trunk road 130 metres or thereby north of its junction with the access road to Inverbeg Caravan Site in a northerly direction for a distance of 70 metres or thereby to a point on the said trunk road 200 metres or thereby north of the said access, the line of the new road being indicated by a heavy black line between the points marked 'L' and 'M' on the said plan.

7. From a point on the said trunk road 310 metres or thereby north of its junction with the access road to Inverbeg Caravan Site in a northerly direction for a distance of 130 metres or thereby to a point on the said trunk road 440 metres or thereby north of the said access, the line of the new road being indicated by a heavy black line between the points marked 'N' and 'P' on the said plan.

8. From a point on the said trunk road 210 metres or thereby south of its junction with the disused Military Road in the vicinity of the ruin known as Camus nan Clais in a generally northerly direction for a distance of 200 metres or thereby to a point on the said trunk road 10 metres or thereby south of its junction with the said Military Road, the line of the new road being indicated by a heavy black line between the points marked 'Q' and 'R' on the said plan.

9. From a point on the said trunk road 280 metres or thereby north of its junction with the disused Military Road in the vicinity of the ruin known as Camus nan Clais in a generally northerly direction for a distance of 3950 metres or thereby to a point on the said trunk road 260 metres or thereby north of its junction with the access road to the house known as Hollybank, the line of the new road being indicated by a heavy black line between the points marked 'S' and 'T' on the said plan.

SCHEDULE 2

THE OLD ROADS

1. That length of the London–Carlisle–Glasgow–Inverness Trunk Road (A82) extending from the point 50 metres or thereby north of its junction with the access road to Inverbeg Caravan Site in a south westerly direction for a distance of 165 metres or thereby as shown by black and white hatching on the plan more particularly described in Schedule 1 above.

2. That length of the said trunk road extending from a point 280 metres or thereby north of its junction with the disused Military Road in the vicinity of the ruin known as Camus nan Clais in a generally northerly direction for a distance of 4220 metres or thereby to a point on the said trunk road 260 metres or thereby north of its junction with the access road to the house known as Hollybank, as shown by black and white hatching between the points marked 'S' and 'T' on the said plan.

Printed in England by Albert Gait Ltd. and published by Her Majesty's Stationery Office

800/8112 WO S14 C9 12/82

35p net

ISBN 0 11 027692 2