

**2020 No. 355**

**ROADS AND BRIDGES**

**The A737/A738 Trunk Road (Improvements at Beith) (Trunking and Detrunking) Order 2020**

*Made* - - - - *16th March 2020*

*Coming into force* - - *25th March 2020*

The Scottish Ministers make the following Order in exercise of the powers conferred by section 5(2) and (6) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 5(2) of that Act, they have taken into consideration the requirements of local and national planning, including the requirements of agriculture and industry and are satisfied as to expediency.

They determined that the project falls within Annex II to Directive 2011/92/EU of the European Parliament and of the Council(b), on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 2 November 2016.

They prepared an environmental statement and published notice of it on 2 November 2016. This Order is made in compliance with the provisions of Parts 1 and III of schedule 1(c) of the roads (Scotland) Act 1984.

**Citation, commencement and interpretation**

**1.**—(1) This Order may be cited as the A737/A738 Trunk Road (Improvements at Beith) (Trunking and Detrunking) Order 2020 and comes into force on 25 March 2020.

(2) The meanings in the schedule of this Order have effect.

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(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) OJ L 26, 28.1.2012, p.1. Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, OJ L 175, 5.7.1985, p.40, as amended by Council Directive 97/11/EC, OJ L 73, 14.3.1997, p.5, Directive 2003/35/EC of the European Parliament and of the Council, OJ L 156, 25.6.2003, p.17, and Directive 2009/31/EC of the European Parliament and of the Council, OJ L 140, 5.6.2009, p.114. Directive 2011/92/EU was amended by Directive 2014/52/EU of the European Parliament and of the Council, OJ L 124, 25.4.2014, p.1.

(c) Part 1 of schedule 1 was 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 (4)(a), schedule 2, paragraphs 2 and 3 and schedule 3, paragraph 1 and S.S.I. 1999/1, S.S.I. 2006/614 and S.S.I. 2011/396 Part III of schedule 1 was amended by the New Roads and Street Works Act 1991 (c.22), schedule 8, paragraph 96(2) and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

### **Trunk road**

2. The Scottish Ministers direct that the length of road (hereinafter referred to as “the new trunk road”) which they propose to construct along the route described in Part 1 of the schedule will become a trunk road on the date this Order comes into force.

### **Road ceasing to be a trunk road**

3. On 1st April next after the date on which the new trunk road is open for the purpose of through traffic, the length of road described in Part 2 of the schedule will cease to be a trunk road and North Ayrshire Council<sup>(a)</sup> will become the roads authority for that length of road and will enter the road in their list of public roads<sup>(b)</sup>.

*A GRAHAM*

A member of the staff of the Scottish Ministers

Buchanan House,  
Glasgow  
16th March 2020

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(a) A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c.39).

(b) The list of public roads prepared and kept by the local roads authority under section 1(1) of the Roads (Scotland) Act 1984.

# SCHEDULE

## INTERPRETATION

Articles 1, 2 & 3

In this schedule—

“the trunk road” means the existing A737/A738 St James Interchange–Kilwinning- Hawkhill Trunk Road,

“the plan” means the plan numbered DO/1 and entitled “The A737/A738 Trunk Road (Improvements at Beith) (Trunking and Detrunking) Order 2020”, signed with reference to this Order and deposited at the offices of Transport Scotland, Major Transport Infrastructure Projects, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF,

“point 1” means the intersection of the existing centrelines of the trunk road and Bigholm Road, Beith as shown on the plan,

“point 2” means the intersection of the existing centrelines of the trunk road and Head Street, Beith as shown on the plan,

“point 3” means the intersection of the existing centrelines of the trunk road and Geilsland Road, Beith as shown on the plan,

“point 4” means the intersection of the existing centrelines of the trunk road and the access track to Manrahead Farm, Beith, KA15 1JW as shown on the plan.

## PART 1

### THE ROUTE OF THE NEW TRUNK ROAD

**1.** From a point on the trunk road 213 metres or thereby south of point 1, generally in a southerly direction for a distance of 271 metres or thereby to a point 28 metres or thereby north east of point 2, as shown by a heavy black line between the points marked A1 and A2 on the plan.

**2.** From a point 28 metres or thereby north east of point 2 in a clockwise direction for a distance of 148 metres or thereby returning to the same point and forming a circulatory carriageway of the roundabout as shown by a heavy black line and marked point A3 on the plan.

**3.** From a point 31 metres or thereby south east of point 2, generally in a southerly direction for a distance of 365 metres or thereby to a point 88 metres or thereby east of point 3, as shown by a heavy black line between points marked A4 and A5 on the plan.

**4.** From a point 88 metres or thereby east of point 3 in a clockwise direction for a distance of 181 metres or thereby returning to the same point and forming a circulatory carriageway of the roundabout as shown by a heavy black line and marked point A6 on the plan.

**5.** From a point 79 metres or thereby south east of point 3, generally in a south westerly direction for a distance of 891 metres or thereby to a point 112 metres or thereby north east of point 4, as shown by a heavy black line between points marked A7 and A8 on the plan.

**6.** From a point 112 metres or thereby north east of point 4 in a clockwise direction for a distance of 257 metres or thereby returning to the same point and forming an oval circulatory carriageway of the oval roundabout (Manrahead) as shown by a heavy black line and marked point A9 on the plan.

**7.** From a point 35 metres or thereby north east of point 4, generally in a south westerly direction for a distance of 20 metres or thereby to a point 15 metres or thereby north east of point 4, as shown by a heavy black line between points marked A10 and A11 on the plan.

## PART 2

### LENGTH OF ROAD CEASING TO BE A TRUNK ROAD

From a point 46 metres or thereby south of point 2 in a south westerly direction for a distance of 1237 metres or thereby to a point 120 metres or thereby north east of point 4 as shown by the zebra hatching between the points marked B1 and B2 on the plan.