

**200 No.**

**ROADS AND BRIDGES**

**The A737 Trunk Road (Beith Bypass, Barrmill Road Junction)  
(Side Roads) Order 200**

<i>Made</i> - - - -	200
<i>Coming into force</i> - -	200

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 12(1) and (5), and 70(1) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 12(3) of that Act, they are satisfied that another reasonably convenient route is available or will be provided before any road is stopped up pursuant to this Order.

In accordance with section 71(3) of that Act, they are satisfied that another access will be provided before the access is stopped up.

In accordance with sections 20A(b) and 55A(c) of that Act, they have determined that the project falls within Annex II to Council Directive 85/337/EEC(d) on the assessment of the effects of certain public and private projects on the environment but having regard to the selection criteria contained in Annex III it should not be made subject to an environmental impact assessment in accordance with the Directive.

They have complied with the requirements of Part I of Schedule 1(e) to that Act.

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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) Section 20A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.  
(c) Section 55A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.  
(d) O.J. L 175, 5.7.1985, p.40 as amended by Council Directive 97/11/EC (O.J. L 73, 14.3.1997, p.5) and Council Directive 2003/35/EC (O.J. L 156, 25.6.2003, p.17).  
(e) Part I of Schedule 1 was relevantly 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, schedule 2, paragraph 2 and schedule 3,] S.S.I. 1999/1 and S.S.I. 2006/614.

## **Citation, commencement and interpretation**

1. (1) This Order may be cited as the A737 Trunk Road (Beith Bypass, Barrmill Road Junction) (Side Roads) Order 200 and shall come into force on 200 .

(2) In this Order:-

“the plan” means the plan numbered UM/NSW/D/I/MP and entitled “The A737 Trunk Road (Beith Bypass, Barrmill Road Junction ) (Side Roads) Order 200 ”, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF.

“the existing A737 St James Interchange – Kilwinning Trunk Road” means the existing trunk road between St James Interchange Junction (M8) and Kilwinning.

“the existing B706 Barrmill Road, Beith” means the existing B-class road between The Strand, Beith, and the Dunlop Hotel, Dunlop.

“the existing Geilsland Road, Beith” means the existing C-class road between the junction with the existing A737 St James Interchange – Kilwinning Trunk Road at the Beith Bypass, Beith and the junction with the existing A736 between Lugton and Burnhouse.

## **Side roads and means of access**

2. The Scottish Ministers as roads authority are authorised-

- (a) to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in Schedule 1;
- (b) to improve those lengths of road described in Schedule 2;
- (c) to stop up those lengths of road described in Schedule 3 when the new side roads are open for the purposes of through traffic;
- (d) to stop up that private means of access described in Schedule 4 when the new means of access described in paragraph 1 of Schedule 5 has been provided; and
- (e) to provide those new means of access described in Schedule 5.

## **Statutory Undertakers**

3. Where immediately before the date this Order comes into force there is under, in, on, over, along or across any of the lengths of road described in Schedules 2 and 3 any apparatus of a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus shall be preserved.

## **Transfer of Roads**

4. On 1<sup>st</sup> April next after the date on which the new side roads are all open for the purposes of through traffic, the new side roads shall be transferred to North Ayrshire Council(a) as roads authority for those roads.

J G BARTON  
A member of staff of the Scottish Ministers

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF

200

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

## THE ROUTES OF THE NEW SIDE ROADS

1. From a point on the existing B706 Barrmill Road, Beith 49 metres, or thereby, south-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally northerly direction for a distance of 47 metres or thereby to a point 10 metres or thereby west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by stipple and numbered “1” on the plan.
2. From a point on the existing B706 Barrmill Road, Beith 184 metres, or thereby, south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally northerly direction for a distance of 220 metres or thereby to a point 14 metres or thereby east of the junction of the existing Geilsland Road, Beith with the existing A737 St James Interchange – Kilwinning Trunk Road as shown by stipple and numbered “2” on the plan.
3. From a point 80 metres or thereby east-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally easterly then north-easterly direction for a distance of 103 metres or thereby to a point on the existing Geilsland Road, Beith 115 metres or thereby east of the junction of the existing Geilsland Road, Beith with the existing A737 St James Interchange – Kilwinning Trunk Road as shown by stipple and numbered “3” on the plan.
4. From a point on the existing Geilsland Road, Beith 20 metres, or thereby, east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, in a generally northerly direction for a distance of 10 metres or thereby, to a point 80 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by stipple and numbered “4” on the Plan.
5. From a point on the existing B706 Barrmill Road, Beith, 65 metres or thereby, north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally easterly direction for a distance of 40 metres or thereby, to a point on the existing B706 Barrmill Road, Beith, 62 metres or thereby north-north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by stipple and numbered “5” on the Plan.

## LENGTHS OF ROAD TO BE IMPROVED

1. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 130 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 220 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 96 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “6” on the plan.
2. From a point on the existing B706 Barrmill Road, Beith, 23 metres or thereby north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-north-westerly direction for a distance of 78 metres or thereby to a point on the existing B706 Barrmill Road, Beith 100 metres or thereby north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “7” on the plan.
3. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 19 metres or thereby north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-north-westerly direction for a distance of 5 metres or thereby to a point on the existing B706 Barrmill Road, Beith 23 metres or thereby north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “8” on the plan.
4. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 43 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 25 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 19 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “9” on the plan.
5. From a point on the existing B706 Barrmill Road, Beith, 150 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally south-easterly direction for a distance of 32 metres or thereby to a point on the existing B706 Barrmill Road, Beith, 173 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “10” on the plan.

6. From a point on the existing B706 Barrmill Road, Beith, 183 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally south-easterly direction for a distance of 51 metres or thereby to a point on the existing B706 Barrmill Road, Beith, 232 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “11” on the plan.
7. From a point on the existing Geilsland Road, Beith, 103 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, in a generally easterly direction for a distance of 30 metres or thereby to a point on the existing Geilsland Road, 133 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, as shown by cross hatching and numbered “12” on the plan.
8. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 148 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 161 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 309 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by cross hatching and numbered “13” on the plan.

## LENGTHS OF ROAD TO BE STOPPED UP

1. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 43 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 10 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 33 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “14” on the plan.
2. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 28 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 10 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 19 metres or thereby west-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “15” on the plan.
3. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 20 metres or thereby west-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-north-westerly direction for a distance of 6 metres or thereby to a point on the existing B706 Barrmill Road, Beith 25 metres or thereby north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “16” on the plan.
4. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 18 metres or thereby north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-north-westerly direction for a distance of 4 metres or thereby to a point on the existing B706 Barrmill Road, Beith 22 metres or thereby north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “17” on the plan.
5. From a point on the existing B706 Barrmill Road, Beith, 54 metres or thereby north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally easterly direction for a distance of 45 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road, 46 metres or thereby north-north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “18” on the plan.

6. From a point on the existing Geilsland Road, Beith, 24 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, in a generally easterly direction for a distance of 99 metres or thereby to a point on the existing Geilsland Road, Beith, 123 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, as shown by zebra hatching and numbered “19” on the plan.
7. From a point on the existing A737 St James Interchange – Kilwinning Trunk Road 78 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-easterly direction for a distance of 147 metres or thereby to a point on the existing A737 St James Interchange – Kilwinning Trunk Road 225 metres or thereby north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “20” on the plan.
8. From a point on the existing B706 Barrmill Road, Beith, 166 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally south-easterly direction for a distance of 76 metres or thereby to a point on the existing B706 Barrmill Road, Beith, 234 metres or thereby south-south-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “21” on the plan.
9. From a point on the existing B706 Barrmill Road, Beith 40 metres, or thereby, south-south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally northerly direction for a distance of 14 metres or thereby to a point 30 metres or thereby south-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by zebra hatching and numbered “22” on the plan.

## SCHEDULE 4

Article 2(d)

### PRIVATE MEANS OF ACCESS TO BE STOPPED UP

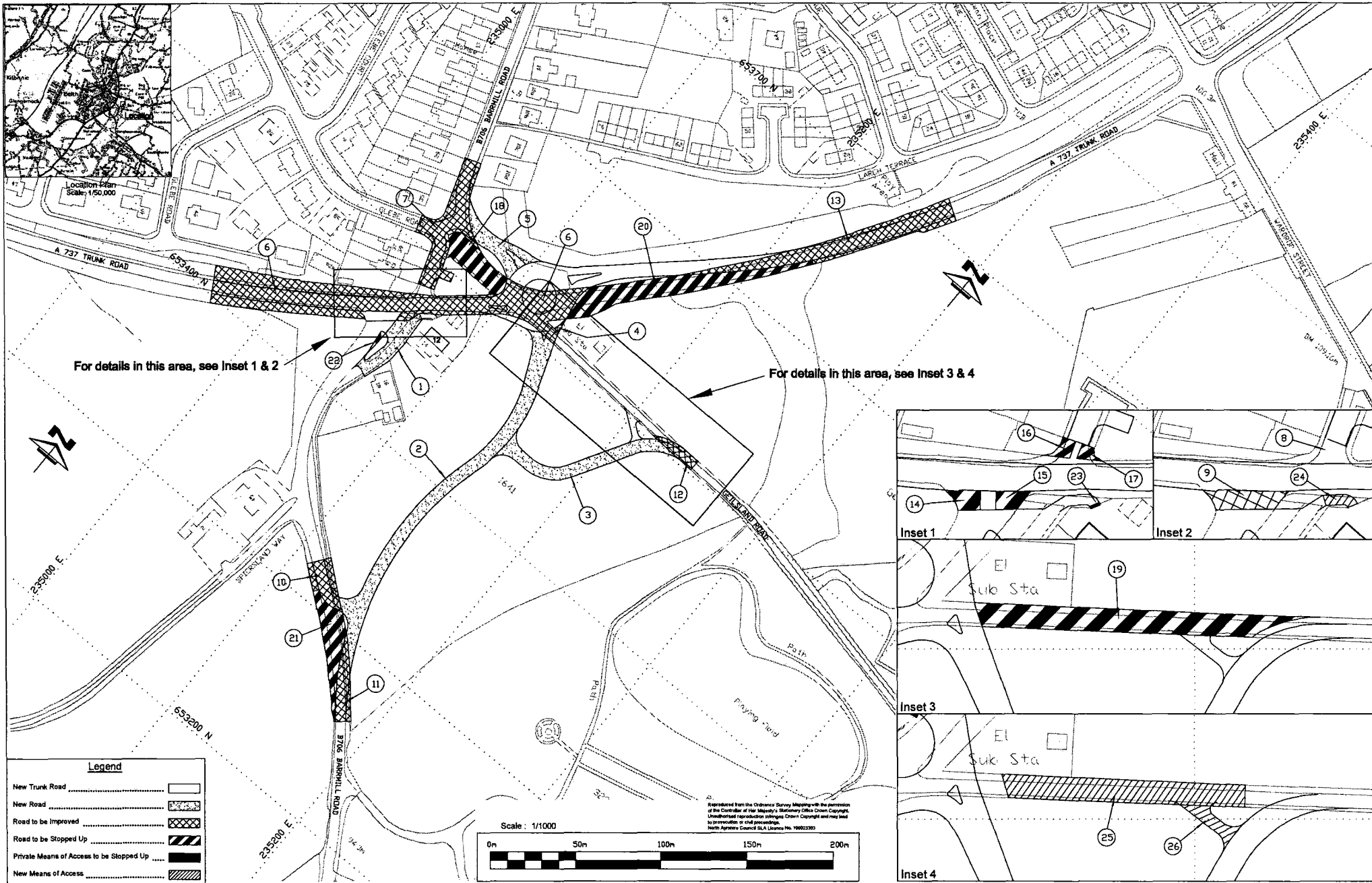
1. The gated access to the residential property known as 12 Barrmill Road, Beith, KA15 1HA, at a point 5 metres or thereby north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by a solid black bar and numbered “23” on the plan.

## SCHEDULE 5

Article 2(e)

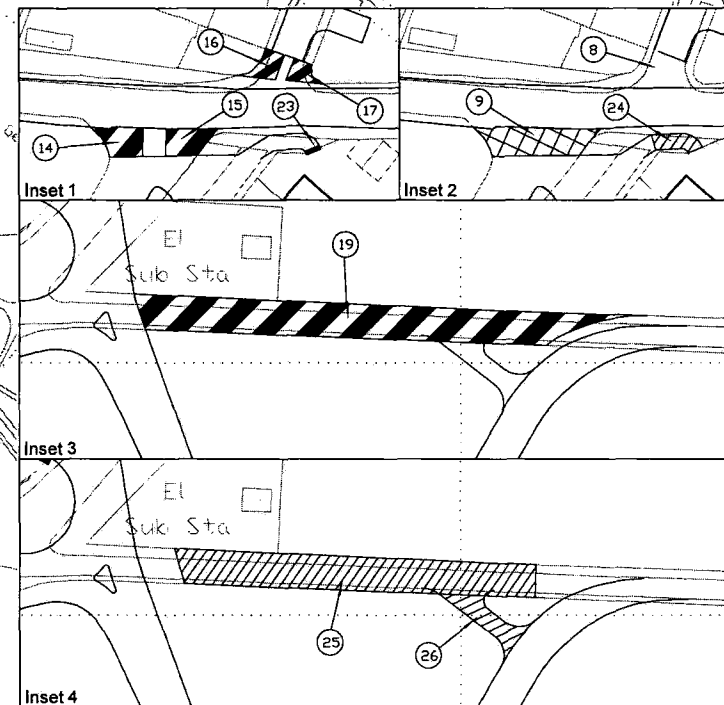
### NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 9 metres or thereby west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, 9 metres or thereby north-east then east-south-east to a point 5 metres or thereby north-north-west of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, as shown by single hatching and numbered “24” on the plan.
2. From a point on the existing Geilsland Road, Beith, 31 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, in a generally easterly direction for a distance of 70 metres or thereby to a point on the existing Geilsland Road, Beith, 101 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, as shown by single hatching and numbered “25” on the plan.
3. From a point 136 metres or thereby east-north-east of the north-western-most corner of the building known as 12 Barrmill Road, Beith, KA15 1HA, in a generally north-westerly direction for a distance of 14 metres or thereby to a point on the existing Geilsland Road, Beith, 87 metres or thereby east of the junction with the existing A737 St James Interchange – Kilwinning Trunk Road, as shown by single hatching and numbered “26” on the plan.

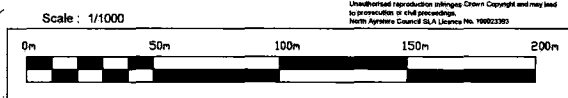


For details in this area, see Inset 1 & 2

For details in this area, see Inset 3 & 4



Legend	
New Trunk Road	
New Road	
Road to be Improved	
Road to be Stopped Up	
Private Means of Access to be Stopped Up	
New Means of Access	



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**NOTE**  
 These plans do not represent the widths or levels of the proposed roads, or the land to be occupied by them.

**THE A737 TRUNK ROAD  
 (BEITH BYPASS, BARRMILL ROAD JUNCTION)  
 (SIDE ROADS) ORDER 200[ ]**

SCALE: Plan 1 : 1000 ; Insets 1 : 500  
 PLAN No. UM/NSW/D/IMP  
 DATE 06/02/2008 VERSION 6