

202[] No.

ROADS AND BRIDGES

**The A83 Trunk Road, (Rest and be Thankful) (Side Roads)
Order 202[]**

Made - - - - 202[]

Coming into force - - 202[]

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 12(1), (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, as the case requires, 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 no access to the land is reasonably required or another reasonably convenient means of access to the land is available or will be provided in pursuance of this Order before the accesses are stopped up pursuant to this Order.

In accordance with sections 20C and 55A of that Act(b) they determined that the project falls within Annex I to Directive 2011/92/EU of the European Parliament and of the Council(c), on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 13th December 2024.

They prepared an Environmental Impact Assessment Report and published notice of it on 13th December 2024.

This Order is made in compliance with the provisions of Parts I and III of schedule 1(d) of the Roads (Scotland) Act 1984.

(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) Sections 20C and 55A were inserted by S.S.I. 2017/137.
(c) O.J. L 26, 28.1.2012, p.1. Directive 2011/92/EU was amended by Directive 2014/52/EU of the European Parliament and of the Council, O.J.L 124, 25.4.2014, p.1.
(d) 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, schedule 2, paragraph 3 and schedule 3, paragraph 1 and S.S.I. 1999/1, S.S.I. 2006/614, S.S.I. 2011/396, S.S.I. 2017/137 and S.S.I. 2019/415. Part III of schedule 1 was amended by the New Roads and Street Works Act 1991 (c. 22), schedule 8, paragraph 96 and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

Citation and commencement

1. This Order may be cited as the A83 Trunk Road, (Rest and be Thankful) (Side Roads) Order 202[] and comes into force on [].

Side roads and new means of access

2. Schedule 1 of this Order has effect.

3. 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 2;
- (b) to improve those lengths of road described in schedule 3;
- (c) to stop up those lengths of road described in schedule 4 when the new trunk road shown between points “C” and “D” on plan TR1 entitled A83 Trunk Road, (Rest and be Thankful) (Trunking) Order 202[] is open for the purpose of through traffic;
- (d) to stop up those private means of access described in Part 1 of schedule 5 where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order;
- (e) to stop up those private means of access described in Part 2 of schedule 5; and
- (f) to provide those new means of access described in schedule 6.

Statutory Undertakers

4. 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 3 and 4 any apparatus belonging to a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus shall be preserved.

Transfer of Roads

5. On 1st April next after the date on which the new side roads open for the purposes of through traffic, the new side roads shall be transferred to Argyll and Bute Council(**a**) as roads authority for those roads and they shall enter those roads in their list of public roads(**b**).

Transport Scotland
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202[]

L.SHACKMAN
A member of the staff of the Scottish Ministers

(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 1

Article 2

INTERPRETATION

In these schedules—

“the plan folio” means the plan folio entitled “The A83 Trunk Road, (Rest and be Thankful) (Side Roads) Order 202[]”, signed with reference to this Order and deposited at the offices of Transport Scotland, 2nd Floor, 36 North Hanover Street, Glasgow, G1 2AD;

“the A83 Trunk Road” means the existing A83 Tarbet – Lochgilphead – Campbeltown Trunk Road;

“the Old Military Road” means the existing private access from the junction between the Old Military Road and the existing A83 Trunk Road to the junction between the Old Military Road and the B828 Glenmore Road;

“Point A” means the western most corner of the building known as Roadmans Cottage, Arrochar, G83 7AS, shown marked “Point A” on plan SR1 and on plan SR2 in the plan folio; and

“Point B” means the western most corner of the building known as High Glen Croe Cottage, Arrochar, G83 7AS, shown marked “Point B” on plans SR3, SR4 and on plan SR5 in the plan folio;

SCHEDULE 2

Article 3(a)

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 510 metres or thereby north-west of Point B in a generally west, south-westerly then north, north-westerly then northerly direction for a distance of 75 metres or thereby to a point 555 metres or thereby north-west of Point B, as shown by stipple and numbered "64" on plan SR4 in the plan folio.
2. From a point 570 metres or thereby north-west of Point B in a generally south, south-westerly then southerly then south, south-easterly then south, south-westerly then south-westerly then west, north-westerly then west, south-westerly then south-westerly then south, south-westerly then south-westerly then southerly then south-easterly for a distance of 550 metres or thereby to a point 540 metres or thereby west of Point B, as shown by stipple and numbered "74" on plan SR5.

SCHEDULE 3

Article 3(b)

LENGTHS OF SIDE ROAD TO BE IMPROVED

1. That length of existing B828 Glenmore Road from a point 460 metres or thereby north-west of Point B in a generally northerly then north, north-westerly then north-easterly direction for a distance of 160 metres or thereby to a point 575 metres north-west of Point B, as shown by cross hatching and numbered “51” on the plan SR4 in the plan folio.
2. That length of existing B828 Glenmore Road from a point 470 metres or thereby west, north-west of Point B in a generally south-westerly then west, south-westerly then south, south-westerly then south-westerly for a distance of 180 metres or thereby to a point 555 metres or thereby west of Point B as shown by the cross hatching and numbered “75” on plan SR5 in the plan folio.

SCHEDULE 4

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. The length of the Rest and Be Thankful bus stop and turning area from a point 545 metres or thereby north-west of Point B in a generally easterly then north, north-westerly direction for a distance of 70 metres or thereby to a point 550 metres or thereby north-west of Point B as shown by the zebra hatching and numbered "67" on plan SR4 in the plan folio.
2. The length of the Old Military Road from a point 535 metres or thereby north-west of Point B in a generally north, north-westerly direction for a distance of 30 metres or thereby to a point 565 metres or thereby north-west of Point B as shown by the zebra hatching and numbered "71" on plan SR5 in the plan folio.

SCHEDULE 5

Article 3(d) and (e)

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

PART 1

1. The private means of access on the west side of the A83, from a point 945 metres or thereby south, south-east of Point A as shown by a solid black bar and numbered “2” on plan SR1 in the plan folio.
2. The private means of access on the east side of the Old Military Road, from a point 100 metres or thereby west, south-west of Point A as shown by a solid black bar and numbered “3” on plan SR2 in the plan folio.

PART 2

3. The private means of access on the north-east side of the Old Military Road, from a point 105 metres or thereby west of Point A as shown by a solid black bar and numbered “4” on plan SR2 in the plan folio.
4. The private means of access on the north-east side of the Old Military Road, from a point 130 metres or thereby west, north-west of Point A as shown by a solid black bar and numbered “41” on the plan SR2 in the plan folio.
5. The private means of access on the north-east side of the A83, from a point 940 metres or thereby south-east of Point B as shown by a solid black bar and numbered “6” on plan SR3 in the plan folio.
6. The private means of access on the south-west side of the Old Military Road, from a point 585 metres or thereby south-east of Point B as shown by a solid black bar and numbered “5” on plan SR3 in the plan folio.

SCHEDULE 6

Article 3(f)

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 560 metres or thereby south of Point A in a generally south-westerly direction for a distance of 5 metres or thereby to a point 565 metres or thereby south of Point A, as shown by single hatching and numbered “8” on plan SR1 in the plan folio.
2. From a point 570 metres or thereby south of Point A in a generally north-easterly direction for a distance of 5 metres or thereby to a point 570 metres or thereby south of Point A, as shown by single hatching and numbered “9” on plan SR1 in the plan folio.
3. From a point 310 metres or thereby south of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 305 metres or thereby south of Point A, as shown by single hatching and numbered “10” on plan SR1 in the plan folio.
4. From a point 280 metres or thereby south of Point A in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 280 metres or thereby south of Point A, as shown by single hatching and numbered “40” on the plan SR1 in the plan folio.
5. From a point 190 metres or thereby south, south-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 190 metres or thereby south, south-west of Point A, as shown by single hatching and numbered “11” on plan SR1 in the plan folio.
6. From a point 115 metres or thereby south-west of Point A in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 120 metres or thereby south-west of Point A, as shown by single hatching and numbered “12” on plan SR1 in the plan folio.
7. From a point 115 metres or thereby west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 105 metres or thereby west of Point A, as shown by single hatching and numbered “79” on plan SR2 in the plan folio.
8. From a point 105 metres or thereby west of Point A in a generally north, north-westerly direction for a distance of 75 metres or thereby to a point 145 metres or thereby west, north-west of Point A, as shown by single hatching and numbered “13” on plan SR2 in the plan folio.
9. From a point 145 metres or thereby west, north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 140 metres or thereby west, north-west of Point A, as shown by single hatching and numbered “14” on plan SR2 in the plan folio.
10. From a point 230 metres or thereby north-west of Point A in a generally west, south-westerly direction for a distance of 15 metres or thereby to a point 235 metres or thereby north-west of Point A, as shown by single hatching and number “42” on plan SR2 in the plan folio.
11. From a point 240 metres or thereby west, north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 235 metres or thereby north-west of Point A, as shown by single hatching and numbered “15” on plan SR2 in the plan folio.
12. From a point 265 metres or thereby north-west of Point A in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 265 metres or thereby north-west of Point A, as shown by single hatching and numbered “16” on plan SR2 in the plan folio.
13. From a point 475 metres or thereby north-west of Point A in a generally west, south-westerly direction for a distance of 10 metres or thereby to a point 480 metres or thereby north-west of Point A, as shown by single hatching and numbered “43” on the plan SR2 in the plan folio.
14. From a point 500 metres or thereby north-west of Point A in a generally north-easterly direction for a distance of 5 metres or thereby to a point 500 metres or thereby north-west of Point A, as shown by single hatching and numbered “54” on plan SR2 in the plan folio.

15. From a point 545 metres or thereby north-west of Point A in a generally east, north-easterly then easterly then south-easterly then easterly direction for a distance of 80 metres or thereby to a point 485 metres or thereby north-west of Point A, as shown by single hatching and numbered "55" on plan SR2 in the plan folio.
16. From a point 540 metres or thereby north-west of Point A in a generally south, south-easterly direction for a distance of 15 metres or thereby to a point 525 metres or thereby north-west of Point A, as shown by single hatching and numbered "56" on plan SR2 in the plan folio.
17. From a point 650 metres or thereby north, north-west of Point A in a generally easterly then south, south-easterly then southerly then west, south-westerly direction for a distance of 135 metres or thereby to a point 555 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "57" on plan SR2 in the plan folio.
18. From a point 625 metres or thereby north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 625 metres or thereby north-west of Point A, as shown by single hatching and numbered "18" on plan SR2 in the plan folio.
19. From a point 635 metres or thereby north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 635 metres or thereby north-west of Point A, as shown by single hatching and numbered "19" on plan SR2 in the plan folio.
20. From a point 640 metres or thereby north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 640 metres or thereby north-west of Point A, as shown by single hatching and numbered "20" on plan SR2 in the plan folio.
21. From a point 635 metres or thereby north-west of Point A in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 635 metres or thereby north-west of Point A, as shown by single hatching and numbered "76" on plan SR2 in the plan folio.
22. From a point 650 metres or thereby north-west of Point A in a generally northerly then north, north-westerly direction for a distance of 55 metres or thereby to a point 700 metres or thereby north-west of Point A, as shown by single hatching and numbered "44" on plan SR2 in the plan folio.
23. From a point 690 metres or thereby north, north-west of Point A in a generally south-westerly direction for a distance of 5 metres or thereby to a point 690 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "21" on plan SR2 in the plan folio.
24. From a point 705 metres or thereby north-west of Point A in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 700 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "22" on plan SR2 in the plan folio.
25. From a point 705 metres or thereby north, north-west of Point A in a generally north, north-westerly then north-westerly direction for a distance of 120 metres or thereby to a point 825 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "23" on plan SR2 in the plan folio.
26. From a point 835 metres or thereby north, north-west of Point A in a generally north-westerly then north-easterly direction for a distance of 20 metres or thereby to a point 850 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "24" on plan SR2 in the plan folio.
27. From a point 875 metres or thereby north-west of Point A in a generally east, south-easterly then east, north-easterly direction for a distance of 35 metres or thereby to a point 855 metres or thereby north, north-west of Point A, as shown by single hatching and numbered "25" on plan SR2 in the plan folio.
28. From a point 920 metres or thereby south-east of Point B in a generally south-westerly direction for a distance of 5 metres or thereby to a point 920 metres or thereby south-east of Point B, as shown by single hatching and numbered "77" on plan SR3 in the plan folio.

29. From a point 770 metres or thereby south-east of Point B in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 770 metres or thereby south-east of Point B, as shown by single hatching and numbered “26” on plan SR3 in the plan folio.
30. From a point 780 metres or thereby south-east of Point B in a generally north, north-westerly then north-westerly direction for a distance of 45 metres or thereby to a point 735 metres or thereby south-east of Point B, as shown by single hatching and numbered “46” on plan SR3 in the plan folio.
31. From a point 680 metres or thereby south-east of Point B in a generally east, north-easterly direction for a distance of 5 metres or thereby to a point 680 metres or thereby south-east of Point B, as shown by single hatching and numbered “27” on plan SR3 in the plan folio.
32. From a point 670 metres or thereby south-east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 670 metres or thereby south-east of point B, as shown by single hatching and numbered “78” on plan SR3 in the plan folio.
33. From a point 640 metres or thereby south-east of Point B in a generally north, north-westerly then north, north-easterly direction for a distance of 20 metres or thereby to a point 630 metres or thereby south-east of Point B, as shown by single hatching and numbered “28” on plan SR3 in the plan folio.
34. From a point 365 metres or thereby east, south-east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 360 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “29” on plan SR3 in the plan folio.
35. From a point 295 metres or thereby east, south-east of Point B in a generally south-westerly direction for a distance of 5 metres or thereby to a point 290 metres or thereby east, south-east of Point B, as shown by single hatching and numbered “30” on plan SR3 in the plan folio.
36. From a point 215 metres or thereby east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 215 metres or thereby east of Point B, as shown by single hatching and numbered “31” on plan SR3 in the plan folio.
37. From a point 200 metres or thereby east of Point B in a generally easterly direction for a distance of 10 metres or thereby to a point 205 metres or thereby east of Point B, as shown by single hatching and numbered “32” on plan SR3 in the plan folio.
38. From a point 190 metres or thereby east, north-east of Point B in a generally south-westerly direction for a distance of 5 metres or thereby to a point 190 metres or thereby east, north-east of Point B, as shown by single hatching and numbered “33” on plan SR4 in the plan folio.
39. From a point 200 metres or thereby north, north-east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 200 metres or thereby north, north-east of Point B, as shown by single hatching and numbered “47” on plan SR4 in the plan folio.
40. From a point 220 metres or thereby north, north-east of Point B in a generally west, south-westerly direction for a distance of 5 metres or thereby to a point 220 metres or thereby north, north-east of Point B, as shown by single hatching and numbered “48” on plan SR4 in the plan folio.
41. From a point 265 metres or thereby north of Point B in a generally northerly direction for a distance of 5 metres or thereby to a point 270 metres or thereby north of Point B, as shown by single hatching and numbered “34” on plan SR4 in the plan folio.
42. From a point 295 metres or thereby north of Point B in a generally south, south-westerly direction for a distance of 5 metres or thereby to a point 290 metres or thereby north of Point B, as shown by single hatching and numbered “49” on plan SR4 in the plan folio.
43. From a point 400 metres or thereby north, north-west of Point B in a generally south, south-westerly direction for a distance of 5 metres or thereby to a point 400 metres or thereby north, north-west of Point B, as shown by single hatching and numbered “50” on plan SR4 in the plan folio.