STATUTORY INSTRUMENTS

1982 No. 509 (S. 64)

ROADS AND BRIDGES, SCOTLAND

The Edinburgh-Carlisle Trunk Road (Canonbie Bypass) (Variation) Order 1982

Made - - - 30*th March* 1982

Coming into Operation 28*th April* 1982

The Secretary of State in exercise of the 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 Edinburgh-Carlisle Trunk Road (Canonbie Bypass) (Variation) Order 1982, and shall come into operation on 28th April 1982.

2. The route described in Part I of the Schedule to The Edinburgh-Carlisle Trunk Road (Canonbie Bypass) Order 1953(d) (hereinafter referred to as "the order of 1953") as varied by the Edinburgh-Carlisle Trunk Road (Canonbie Bypass) (Variation) Order 1972(e) shall be further varied to the extent described in Part 1 of the Schedule to this order.

3. On the date of the coming into operation of this order, the length of road described in Part 2 of the Schedule to this order will cease to be trunk road.

4. On 16 May next after the date on which notice is given by the Secretary of State to the Regional Council of Dumfries & Galloway Region that the route described in Part I of the Schedule to the order of 1953 varied as specified in Article 2 hereof is open for the purposes of through traffic, that length of road described in Part 3 of the Schedule to this order (hereinafter referred to as "the old road") will cease to be trunk road.

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

L.S.

Gordon F. Hendry,
Assistant Secretary.

Scottish Development Department,
New St. Andrew's House,
Edinburgh.
30th March 1982.

(a) 1946 c. 30.
(b) See 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).
(d) S.I. 1953/158.
(e) S.I. 1972/537.

SCHEDULE

PART 1

THE FURTHER VARIATION OF ROUTE

The route of the road described in Part I of the Schedule to the order of 1953 will be further varied so that for that length from a point 150 metres or thereby south of the Canonbie-Annan Road (B.6357) in a south-easterly direction for a distance of 960 metres or thereby as shown by a line of rectangular boxes between the points marked "A" and "C" on the plan numbered R/TO/1/DF/62(VAR) and marked "The Edinburgh-Carlisle Trunk Road (Canonbie Bypass) (Variation) Order 1982", signed and sealed with reference to this order and deposited at the office of the Scottish Development Department, New St. Andrew's House, Edinburgh, there will be substituted that length from the said point 150 metres or thereby south of the said B6357 in a southerly direction for a distance of 2550 metres or thereby to a point 70 metres or thereby south of the unclassified road to Glenzierfoot as shown by a heavy broken line between the points marked "A" and "B" on the said plan.

PART 2

LENGTH OF ROAD CEASING TO BE TRUNK ROAD

That length of road within the route described in Part I of the Schedule to the order of 1953 from a point 150 metres or thereby south of the Canonbie-Annan Road (B.6357) in a south-easterly direction for a distance of 960 metres or thereby as shown by a line of rectangular boxes between the points marked "A" and "C" on the said plan.

PART 3

THE OLD ROAD

That length of road from a point 297 metres or thereby south-east of the entrance to the premises known as "Priorlinn", Canonbie, in a southerly then south-westerly direction for a distance of 2090 metres or thereby to a point north of its junction with the road to Glenzierfoot as shown by black and white hatching between the points marked "C" and "D" on the said plan.

EXPLANATORY NOTE

(This Note is not part of the Order.)

This Order further amends the route of the length of road known as Canonbie Bypass, originally described in the Edinburgh-Carlisle Trunk Road (Canonbie Bypass) Order 1953 so as to improve and extend the line of the trunk road to be constructed, and alters the status of superseded lengths of trunk road.

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