

1974 No. 1018 (S.87)

ROADS AND BRIDGES, SCOTLAND

SPECIAL ROADS

**The Baillieston Interchange to Glasgow City Boundary
(Connecting Roads) Special Road Scheme 1974**

Made - - - - - 4th June 1974

Coming into Operation 18th July 1974

The Secretary of State in exercise of the powers conferred on him by sections 1, 2 and 9 of the Special Roads Act 1949(a) (hereinafter referred to as "the Act") as read with the Transfer of Functions (Roads, Bridges and Ferries) Order 1955(b), and of all other powers enabling him in that behalf, and having complied with the provisions of Schedule 1 to the Act of 1949, hereby makes the following scheme:—

1. This scheme may be cited as the Baillieston Interchange to Glasgow City Boundary (Connecting Roads) Special Road Scheme 1974, and shall come into operation on 18th July 1974.

2.—(1) The Interpretation Act 1889(c) shall apply for the interpretation of this scheme as it applies for the interpretation of an Act of Parliament.

(2) In this scheme—

"the plan" means one of the plans numbered 1 and 2 and contained in the plan folio numbered R/SM/5/35 marked "The Baillieston Interchange to Glasgow City Boundary (Connecting Roads) Special Road Scheme 1974" signed and sealed with reference to this scheme and deposited at the office of the Scottish Development Department, St. Andrew's House, Edinburgh, a certified copy of which has been deposited at the office of the County Council of the County of Lanark, County Buildings, Hamilton;

"the motorway" means the special road to be provided under the Baillieston Interchange to Glasgow City Boundary Special Road Scheme 1974(d);

"the special roads" means the special roads referred to in Article 3 of this scheme the centre lines of which are shown by heavy black lines on the plans.

3. The provision along the routes described in the Schedule to this scheme of special roads for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 2 to the Act as varied by the Special Roads (Classes of Traffic) (Scotland) Order 1971(e) is hereby authorised.

4. The special roads shall become trunk roads on the coming into operation of this scheme.

(a) 1949 c. 32.

(c) 1889 c. 63.

(e) S.I. 1971/1211 (1971 II, p. 3536).

(b) S.I. 1955/1955 (1955 I, p. 1205).

(d) S.I. 1974/994.

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

(L.S.)

F. Dawson,
Assistant Secretary.

Scottish Development Department,
St. Andrew's House,
Edinburgh.

4th June 1974.

SCHEDULE

THE ROUTES OF THE SPECIAL ROADS

1. Junction between the motorway and the Maryville to West of Mollinsburn Special Road (M73) near Baillieston in the County of Lanark.

The routes described in this sub-paragraph are shown by heavy black lines and marked "A" and "B" respectively on plan No. 1 and are routes:—

- (a) starting at a point on the west side of the M73 78 metres or thereby north of the bridge carrying the access road to Ellismuir Farm and proceeding northwards then north-westwards for a distance of 1.00 kilometre to a point on the south side of the motorway 25 metres or thereby west of Manse Road and 15 metres or thereby north of Rhindmuir Road;
- (b) starting at a point on the north side of the motorway 40 metres or thereby south of the Airdrie-Helensburgh Railway Line and 35 metres or thereby west of the access road from Rhindmuir Farm to north of the railway line and proceeding south-eastwards then south-westwards for a distance of 1.56 kilometres to a point on the east side of the M73 78 metres or thereby north of the bridge carrying the access road to Ellismuir Farm.

2. Junction between the motorway and the Bathgate—Airdrie—Glasgow Road (A89) near Swinton in the County of Lanark.

The routes described in this sub-paragraph are shown by heavy black lines and marked "C" and "D" respectively on plan No. 2 and are routes:—

- (a) starting at a point on the north side of the existing A89 115 metres or thereby east of the junction between A89 and Rhindmuir Road and proceeding westwards then north-westwards for a distance of 0.81 kilometre to a point on the south-west side of the motorway 40 metres or thereby south of the Airdrie-Helensburgh Railway Line and 95 metres or thereby west of the access road from Rhindmuir Farm to north of the railway line;
- (b) starting at a point on the north side of the proposed connecting road from the motorway to the M73 35 metres or thereby west of Manse Road and 130 metres or thereby north of Rhindmuir Road and proceeding south-eastwards for a distance of 0.47 kilometre to a point on the north side of existing A89 40 metres or thereby west of the intersection of the A89 and the M73 motorway.