

1974 No. 2007 (S.186)

ROADS AND BRIDGES, SCOTLAND

SPECIAL ROADS

**The Glasgow Monkland Motorway (Stage II) (Connecting Roads)
Special Roads Scheme 1973 Confirmation Instrument 1974**

Made - - - *28th November 1974*

In exercise of the powers conferred on him by section 1 of the Special Roads Act 1949(a) 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 in accordance with the provisions of Part I of the First Schedule to the Act the Secretary of State hereby makes the following instrument:—

1. This instrument may be cited as the Glasgow Monkland Motorway (Stage II) (Connecting Roads) Special Roads Scheme 1973 Confirmation Instrument 1974.

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

3. The Glasgow Monkland Motorway (Stage II) (Connecting Roads) Special Roads Scheme 1973 (hereinafter referred to as "the scheme") is hereby confirmed subject to the following modifications:—

- (a) The deletion of the word "site" from the last line of paragraph 2(2) of the Scheme.
- (b) The substitution of the words "at a point which lies 245 metres or thereby east and thereafter 167 metres" for the words "at a point 245 metres or thereby east and 167 metres;" of the words "at a point which lies 470 metres or thereby east and thereafter 308 metres" for the words "at a point 470 metres or thereby east and 308 metres" where they appear in the paragraph headed "Junction of the motorway with Cumbernauld Road and Gartloch Road" in the first page of the schedule to the scheme.

(a) 1949 c. 32.
(c) 1889 c. 63.

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

- (c) The substitution of the words "at a point which lies 312 metres or thereby west and thereafter 17 metres" for the words "at a point 312 metres or thereby west and 17 metres;" of the words "at a point which lies 72 metres or thereby west and thereafter 57 metres" for the words "at a point 72 metres or thereby west and 57 metres;" of the words "at a point which lies 280 metres or thereby west and thereafter 10 metres" for the words "at a point 280 metres or thereby west and 10 metres;" of the words "at a point which lies 68 metres or thereby north and thereafter 250 metres" for the words "at a point 68 metres or thereby north and 250 metres" where they appear in the paragraph headed "Junction of the motorway with Stepps Road" in the first page of the schedule to the scheme.
- (d) The substitution of the words "at a point which lies 153 metres or thereby west and thereafter 163 metres" for the words "at a point 153 metres or thereby west and 163 metres;" of the words "at a point which lies 25 metres or thereby west and thereafter 60 metres" for the words "at a point 25 metres or thereby west and 60 metres;" of the words "at a point which lies 225 metres or thereby west and thereafter 170 metres" for the words "at a point 225 metres or thereby west and 170 metres;" of the words "at a point which lies 47 metres or thereby west and thereafter 34 metres" for the words "at a point 47 metres or thereby west and 34 metres" where they appear in the paragraph headed "Junction of motorway with Westerhouse Road" in the second page of the schedule to the scheme.
- (e) The substitution of the words "at a point which lies 287 metres or thereby west and thereafter 64 metres" for the words "at a point 287 metres or thereby west and 64 metres;" of the words "at a point which lies 226 metres or thereby west and thereafter 6 metres" for the words "at a point 226 metres or thereby west and 6 metres" where they appear in the paragraph headed "Junction of motorway with Easterhouse Road" in the second page of the schedule to the scheme.

4. The Scheme as confirmed is set out in the Schedule hereto and copies of the Scheme and its relative plan are deposited at the offices of the Scottish Development Department, St. Andrew's House, Edinburgh, and at the offices of the Corporation of the City of Glasgow, City Chambers, Glasgow.

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

(L.S.)

Alexander W. Russell,
Assistant Secretary.

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

28th November 1974.

SCHEDULE

The Glasgow Monkland Motorway (Stage II) (Connecting Roads) Special Roads Scheme 1973

The Corporation of the City of Glasgow (hereinafter referred to as "the Corporation") in exercise of the powers conferred on them by sections 1 and 2, of the Special Roads Act, 1949 (a) (hereinafter referred to as "the Act") and of all other powers enabling them in that behalf, hereby make the following Scheme:—

1. This Scheme may be cited as "The Glasgow Monkland Motorway (Stage II) (Connecting Roads) Special Roads Scheme, 1973".

2. The Interpretation Act, 1889(b) shall apply for the interpretation of this Scheme as it applies for the interpretation of an Act of Parliament.

In this Scheme:—

"the plan"

means the plan marked "The Glasgow Monkland Motorway (Stage II) (Connecting Roads) Special Roads Scheme 1973" signed and sealed with reference to this Scheme and deposited at the Town Clerk's Office, City Chambers, Glasgow. A certified copy of the plan has been deposited at the office of the Scottish Development Department, 43 Jeffrey Street, Edinburgh EH1 1DL.

"the motorway"

means the special road to be provided under the Glasgow Monkland Motorway (Stage II) Special Road Scheme 1972.

"the special roads"

means the special roads referred to in paragraph 3 of this Scheme, the centre lines of which are shown by heavy black lines on the plan.

3. The provision is hereby authorised 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(c).

Sealed with the Common Seal of the Corporation and signed by us two members thereof and by me, the Town Clerk Depute for and on behalf of the said Corporation at Glasgow this Twenty-ninth day of May, Nineteen hundred and Seventy-three.

WILLIAM PERRY

JAMES DUNNACHIE

Members of the Corporation.

F. D. COLQUHOUN

Town Clerk Depute.

(a) 1949 c. 32.

(b) 1889 c. 63.

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

SCHEDULE TO SCHEME

The route of the special roads, all in the City of Glasgow.

1. Junction of the Motorway with Cumbernauld Road and Gartloch Road.

- (a) In the following sub-paragraphs
“reference point ‘A’” means the point of intersection of the centre lines of the Monkland Canal and Cumbernauld Road and marked ‘A’ on the plan.
- (b) The route described in this sub-paragraph is shown by heavy black lines numbered 1 and 2 respectively and are routes:
- (i) Starting on the south carriageway of the motorway at a point which lies 245 metres or thereby east and thereafter 167 metres or thereby south of reference point ‘A’ and proceeding westwards for a distance of 320 metres or thereby to join Cumbernauld Road;
 - (ii) Starting on the north carriageway of the motorway at a point which lies 470 metres or thereby east and thereafter 308 metres or thereby south of reference point ‘A’ and proceeding north-westwards for a distance of 265 metres to join Gartloch Road.

2. Junction of the Motorway with Stepps Road.

In the following sub-paragraphs

- (a) “reference point ‘B’” means the point of intersection of the centre lines of the Monkland Canal and Stepps Road and marked ‘B’ on the plan.
- (b) The routes described in the sub-paragraphs are shown by heavy black lines numbered 3 to 6 respectively on the plan and are routes:
- (i) No. 3 starting on the north carriageway of the motorway at a point which lies 312 metres or thereby west and thereafter 17 metres or thereby north of reference point ‘B’ and proceeding north-eastwards for a distance of 305 metres or thereby to join Stepps Road.
 - (ii) No. 4 starting on the north carriageway of the motorway at a point which lies 72 metres or thereby west and thereafter 57 metres or thereby north of the reference point ‘B’ and proceeding westwards, northwards and eastwards for a distance of 235 metres or thereby to join Stepps Road.
 - (iii) No. 5 starting on the south carriageway of the motorway at a point which lies 280 metres or thereby west and thereafter 10 metres or thereby south of reference point ‘B’ and proceeding eastwards for a distance of 280 metres or thereby to join Stepps Road.
 - (iv) No. 6 starting on the south carriageway of the motorway at a point which lies 68 metres or thereby north and thereafter 250 metres or thereby east of reference point ‘B’ and proceeding westwards for a distance of 245 metres or thereby to join Stepps Road.

3. Junction of Motorway with Westerhouse Road.

(a) In the following sub-paragraphs

“reference point ‘C’ ” means the point of intersection of the centre lines of the Monkland Canal and Westerhouse Road and marked ‘C’ on the plan.

(b) The routes described in these sub-paragraphs are shown by heavy black lines numbered 7 to 10 respectively on the plan and are routes:

- (i) No. 7 starting on the north carriageway of the Motorway at a point which lies 153 metres or thereby west and thereafter 163 metres or thereby north of reference point ‘C’ and proceeding eastwards for a distance of 265 metres or thereby to join Westerhouse Road (as improved).**
- (ii) No. 8 starting on the north carriageway of the Motorway at a point which lies 25 metres or thereby west and thereafter 60 metres or thereby north of reference point ‘C’ and proceeding north-westwards, northwards and south-eastwards for a distance of 225 metres or thereby to join Westerhouse Road (as improved).**
- (iii) No. 9 starting on the south carriageway of the Motorway at a point which lies 225 metres or thereby west and thereafter 170 metres or thereby north of reference point ‘C’ and proceeding south-eastwards for a distance of 253 metres or thereby to join Bartiebeith Road (as improved).**
- (iv) No. 10 starting on the south carriageway of the Motorway at a point which lies 47 metres or thereby west and thereafter 34 metres or thereby north of reference point ‘C’ and proceeding north-westwards, southwards and south-eastwards for a distance of 225 metres or thereby to join Bartiebeith Road (as improved).**

4. Junction of Motorway with Easterhouse Road.

(a) In the following sub-paragraphs

“reference point ‘D’ ” means the point of intersection of the centre lines of the Monkland Canal and Easterhouse Road and marked ‘D’ on the plan.

(b) The routes described in these sub-paragraphs are shown by heavy black lines numbered 11 and 12 respectively on the plan and are routes:

- (i) No. 11 starting on the north carriageway of the motorway at a point which lies 287 metres or thereby west and thereafter 64 metres or thereby north of reference point ‘D’ and proceeding eastwards for a distance of 283 metres or thereby to join improved Easterhouse Road.**
- (ii) No. 12 starting on the south carriageway of the motorway at a point which lies 226 metres or thereby west and thereafter 6 metres or thereby north of reference point ‘D’ and proceeding eastwards for a distance of 223 metres or thereby to join the improved Easterhouse Road.**