

2010 No. 452

ROADS AND BRIDGES

SPECIAL ROADS

**The M8, M73, M74 (Network Improvements) Special Road
(Side Roads) Order 2010**

Made

13 December 2010

Coming into force

11 January 2011

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 9(1)(c), (d) and (f) and 70(1) of the Roads (Scotland) Act 1984(a) and all other powers enabling them to do so.

In accordance with section 9(3) of that Act, they are satisfied that another reasonably convenient route 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 reasonably convenient means of access to the land will be provided.

In accordance with sections 20A(b) and 55A(c) of that Act, they have determined that the project falls within Annex I to Council Directive 85/337/EEC(d) on the assessment of the effects of certain public and private projects on the environment.

In accordance with sections 20A(2) and 55A(2) of that Act, they have prepared an environmental statement and published notice of it on 20th May 2008 and have complied with all other provisions of sections 20A and 55A of that Act.

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

(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 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 2006/614.

Citation, commencement and interpretation

1. This Order may be cited as the M8, M73, M74 (Network Improvements) Special Road (Side Roads) Order 2010 , and comes into force on 11 January 2011.

Side roads and means of access

2. The Scottish Ministers as special roads authority are authorised:
 - a. to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in Part 1 of the Schedule;
 - b. to improve those lengths of road described in Part 2 of the Schedule;
 - c. to stop-up those lengths of road described in Part 3 of the Schedule when the new side roads are open for through traffic;
 - d. to provide those new means of private access described in Part 4 of the Schedule; and
 - e. to stop up that length of road described in Part 5 of the Schedule when the special road described in the M8, M73, M74 (Network Improvements) Special Road Scheme 2010(a) is open for through traffic.

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 the Parts 2, 3 and 5 of the Schedule 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 1st April next after the date on which the new side roads along the routes described Part 1 of the Schedule are open for the purpose of through traffic, those new side roads shall be transferred to Glasgow City Council(b) as roads authority for those roads.

A C McLaughlin
A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF
13 December 2010

(a) S.S.I. 2010/451

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

INTERPRETATION

In this Schedule:

“the plan folio” means the plan folio numbered OTG/1555/3 comprised of key plan sheets 1, 2 and 3 and plans SR1, SR2 and SR3 entitled M8, M73, M74 Network Improvements Special Road (Side Roads) Order 2010, signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF.

“existing A74 Road” means the section of the existing A74 Hamilton Road, between its junction with Baillieston Road and Daldowie Interchange, and the section of the existing A74 Glasgow Road between Daldowie Interchange and its junction with Roundknowe Road;

“existing Zoo Access Road” means the existing Zoo Access Road from its junction with the A74 Hamilton Road to Calderpark Terrace;

“existing Daldowie Interchange” means the section of road between the A74 Hamilton Road and the slip roads forming Junction 3 of the existing M74/A74(M) Glasgow – Carlisle Trunk Road;

“existing M74 Trunk Road” means the existing M74/A74(M) Glasgow – Carlisle Trunk Road between Carmyle Junction, Glasgow and Hamilton Junction, South Lanarkshire;

“existing M73 Trunk Road” means the existing M73 Maryville – Mollisburn Trunk Road between Baillieston Interchange Roundabout, Glasgow and Maryville Interchange, Glasgow;

“existing M8 Trunk Road” means the existing M8 / A8 Edinburgh - Greenock Trunk Road between Baillieston Interchange Roundabout, Glasgow and Greenock;

“point 1” means the intersection of the existing centrelines of the M8/A8 Edinburgh – Greenock Trunk Road and Wardie Road shown marked “point 1” on plan SR1;

“point 2” means the intersection of the existing centrelines of the M73 Maryville – Mollisburn Trunk Road and the North Calder Water shown marked “point 2” on plan SR2; and

“point 3” means the intersection of the existing centrelines of the M74/A74(M) Glasgow – Carlisle Trunk Road and the North Calder Water shown marked “point 3” on plan SR3.

PART 1

THE ROUTE OF THE NEW SIDE ROADS

1. From a point 150 metres or thereby north-west of point 1, to a point 30 metres or thereby north of point 1, generally in a south-easterly direction for a distance of 140 metres or thereby as shown by stipple and marked "A" on plan SR1 in the plan folio.
2. From a point 360 metres or thereby north of point 2, to a point 360 metres or thereby north-east of point 2, generally in a south-easterly then easterly then north-easterly direction for a distance of 200 metres or thereby as shown by stipple and marked "A" on plan SR2 in the plan folio.
3. From a point 370 metres or thereby north-west of point 3, to a point 360 metres or thereby north-west of point 3, generally in a southerly direction for a distance of 75 metres or thereby as shown by stipple and marked "A" on plan SR3 in the plan folio.
4. From a point 510 metres or thereby north-west of point 3, to a point 405 metres or thereby north-west of point 3, generally in a south-easterly direction for a distance of 100 metres or thereby as shown by stipple and marked "B" on plan SR3 in the plan folio.

PART 2

LENGTHS OF ROAD TO BE IMPROVED

5. That length of existing A74 Road from a point 515 metres or thereby north-west of point 3, to a point 325 metres or thereby north-west of point 3, generally in a south-easterly direction for a distance of 190 metres or thereby as shown by cross-hatching and marked "C" on plan SR3 in the plan folio.
6. That length of existing Zoo Access Road from a point 410 metres or thereby north-west of point 3, to a point 415 metres or thereby north-west of point 3, generally in a south-westerly direction for a distance of 55 metres or thereby as shown by cross-hatching and marked "D" on plan SR3 in the plan folio.
7. That length of existing Daldowie Interchange from a point 405 metres or thereby north-west of point 3, to a point 355 metres or thereby west of point 3, generally in a southerly direction for a distance of 205 metres or thereby as shown by cross-hatching and marked "E" on plan SR3 in the plan folio.

PART 3

LENGTHS OF ROAD TO BE STOPPED UP

8. That length of existing access road from a point 350 metres or thereby north of point 2, to a point 360 metres or thereby north-east of point 2, generally in an

easterly direction for a distance of 135 metres or thereby as shown by zebra-hatching and marked “B” on plan SR2 in the plan folio.

9. That length of existing A74 Road from a point 450 metres or thereby north-west of point 3, to a point 425 metres or thereby north-west of point 3, generally in a south-easterly direction for a distance of 25 metres or thereby as shown by zebra-hatching and marked “F” on plan SR3 in the plan folio.

10. That length of existing Daldowie Interchange from a point 405 metres or thereby north-west of point 3, to a point 385 metres or thereby north-west of point 3, generally in a southerly direction for a distance of 60 metres or thereby as shown by zebra-hatching and marked “G” on plan SR3 in the plan folio.

11. That length of existing Daldowie Interchange from a point 375 metres or thereby north-west of point 3, to a point 365 metres or thereby north-west of point 3, generally in a southerly direction for a distance of 15 metres or thereby as shown by zebra-hatching and marked “H” on plan SR3 in the plan folio.

12. That length of existing Daldowie Interchange from a point 360 metres or thereby west of point 3, to a point 370 metres or thereby west of point 3, generally in a south-westerly direction for a distance of 15 metres or thereby as shown by zebra-hatching and marked “I” on plan SR3 in the plan folio.

PART 4

NEW MEANS OF PRIVATE ACCESS

13. From a point on the access road 405 metres or thereby north-east of point 2, to a point 410 metres or thereby north-east of point 2, generally in an easterly direction for a distance of 15 metres or thereby as shown by hatching and marked “C” on plan SR2 in the plan folio.

14. From a point on Roundknowe Road 960 metres or thereby south-west of point 2, to a point 940 metres or thereby south-west of point 2, generally in an easterly direction for a distance of 25 metres or thereby as shown by hatching and marked “D” on plan SR2 in the plan folio.

15. From a point on Greyfriars Road 370 metres or thereby south-east of point 3, to a point 335 metres or thereby south-east of point 3, generally in a north-easterly direction for a distance of 60 metres or thereby as shown by hatching and marked “K” on plan SR3 in the plan folio.

PART 5

LENGTH OF SPECIAL ROAD TO BE STOPPED UP

16. That length of the existing slip road to the M73 Trunk Road from a point 155 metres or thereby east of point 3 to a point 270 metres or thereby south-east of point 3 generally in a south easterly direction for a distance of 120 metres or thereby as shown by zebra hatching and marked “J” on plan SR3 in the plan folio.