STATUTORY INSTRUMENTS

1973 No. 697 (S.57)

ROADS AND BRIDGES, SCOTLAND

SPECIAL ROADS

The Glasgow Inner Ring Road (West and North Flanks) (Connecting Roads) Special Road Scheme 1972 Confirmation Instrument 1973

Made - - - - *5th April* 1973

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 Schedule I to the Act, the Secretary of State hereby makes the following instrument:—

1. This instrument may be cited as the Glasgow Inner Ring Road (West and North Flanks) (Connecting Roads) Special Road Scheme 1972 Confirmation Instrument 1973.

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

3. The Glasgow Inner Ring Road (West and North Flanks) (Connecting Roads) Special Road Scheme 1972 (hereinafter referred to as "the Scheme") is hereby confirmed without modification.

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.

F. Dawson
Assistant Secretary.

Scottish Development Department,
St Andrew's House,
EDINBURGH.
5th April 1973.

(a) 1949 c. 32. (b) S.I. 1955/1955 (1955 I, p. 1205). (c) 1889 c. 63.

SCHEDULE

THE GLASGOW INNER RING ROAD (WEST AND NORTH FLANKS) (CONNECTING ROADS) SPECIAL ROAD SCHEME, 1972

The Corporation of the City of Glasgow in exercise of the powers conferred on them by Sections 1, 2 and 9 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 Inner Ring Road (West and North Flanks) (Connecting Roads) Special Road Scheme, 1972".

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

(ii) In this scheme:—

"the plan" —means the plan marked "Glasgow Inner Ring Road (West and North Flanks) (Connecting Roads) Special Road Scheme, 1972" 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, Street, Edinburgh;

"the motorway" —means the special road provided under the Glasgow Inner Ring Road (West and North Flanks) Special Road Scheme, 1967, the route of which is desribed in paragraph (1) of the Schedule to that Scheme;

"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 by 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 said 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 fourteenth day of December, Nineteen hundred and seventy two.

GORDON KANE
JAMES MURRAY
Members of the Corporation

THOMAS KERR
Town Clerk Depute

(a) 1949 c. 32. (b) 1889 c. 63. (c) S.I. 1971/1211 (1971 II, p. 3536).

SCHEDULE TO SCHEME

The routes of the special roads, all in the City of Glasgow:

1. Junction of the North Flank of the motorway with Springburn Expressway.

(*a*) In the following sub-paragraph::
"reference point A" means the point of intersection of the motorway and the centre line of Springburn Expressway and marked "A" on the plan.

(*b*) The routes described in this sub-paragraph are shown by a heavy black line and numbered 1, 2, 3, 4 and 5 respectively, and are routes:—

(i) No 1 starting at a point on the northbound carriageway of Springburn Expressway 120 metres (131 yards) or thereby south of reference point A and proceeding northwestwards to join the westbound carriageway of the motorway.

(ii) No. 2 starting at a point on the southeast bound carriageway of the motorway 60 metres (65 yards) or thereby west of reference point A and proceeding southeastwards to join the southbound carriageway of Springburn Expressway.

(iii) No 3 starting at a point on the eastbound carriageway of the motorway 110 metres (120 yards) or thereby west of reference point A and proceeding eastwards to join the northbound carriageway of Springburn Expressway.

(iv) No 4 loop starting at a point on the southbound carriageway of Springburn Expressway 50 metres (55 yards) or thereby south of reference point A and proceeding anti-clockwise to join the westbound carriageway of the motorway.

(v) No 5 starting at a point on the northbound carriageway of Springburn Expressway 200 metres (219 yards) or thereby south of reference point A and proceeding northeastwards to join the eastbound carriageway of the motorway.