STATUTORY INSTRUMENTS

1973 No. 287 (S.14)

ROADS AND BRIDGES, SCOTLAND

SPECIAL ROADS

The Glasgow Renfrew Motorway (Stage I) (Connecting Roads) Special Roads Scheme 1971 Confirmation Instrument 1973

Made - - - 20*th February* 1973

In exercise of the powers conferred on him by section I 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 Renfrew Motorway (Stage I) (Connecting Roads) Special Roads Scheme 1971 Confirmation Instrument 1973.

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 Renfrew Motorway (Stage I) (Connecting Roads) Special Roads Scheme 1971 (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.
20th February 1973.

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

SCHEDULE

THE GLASGOW RENFREW MOTORWAY (STAGE I) (CONNECTING ROADS) SPECIAL ROADS SCHEME 1971

The Corporation of the City of Glasgow (hereinafter referred to as "the Corporation") 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 Renfrew Motorway (Stage I) (Connecting Roads) Special Roads Scheme 1971".

2.—(1) The Interpretation Act 1889(b) 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 the plan marked "The Glasgow Renfrew Motorway (Stage I) (Connecting Roads) Special Roads Scheme 1971" 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;

"the motorway" means the special road to be provided under the Glasgow Renfrew Motorway (Stage I) Special Road Scheme 1971;

"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 site 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 this First day of November, Nineteen hundred and Seventy-one.

Sgd. J. D. Cannell,
Sgd. J. Davis,
Members of the Corporation.

Sgd. 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 routes of the special roads, all in the City of Glasgow.

1. Junction of motorway with Weir Street and Carnoustie Street.

(*a*) In the following sub-paragraph:

"reference point A" means the point of intersection of the motorway and the centre line of Pollok Street and marked "A" on the plan.

(*b*) The routes described in the sub-paragraph are shown by a heavy black line and numbered 1 and 2 respectively and are routes:

(i) No. 1 starting at reference point A on the northern carriageway of the motorway and proceeding north-eastwards 170 metres (186 yards) or thereby to join Weir Street.

(ii) No. 2 starting at reference point A on the southern carriageway of the motorway and proceeding eastwards 200 metres (218 yards) or thereby to join Carnoustie Street.

2. Junction of the motorway with Seaward Street.

(*a*) In the following sub-paragraph:

"reference point B" means the point of intersection of the centre line of the motorway and the centre line of Seaward Street and marked "B" on the plan.

(*b*) The routes described in this sub-paragraph are shown by heavy black lines and numbered 3 and 4 respectively on the plan and are routes:

(i) No. 3 starting at a point on the northern carriageway of the motorway 225 metres (246 yards) or thereby west of reference point B and proceeding eastwards to join Seaward Street.

(ii) No. 4 starting at a point on the southern carriageway of the motorway 300 metres (328 yards) or thereby west of reference point B and proceeding eastwards to join Seaward Street.

3. Junction of the motorway with Dumbreck Road.

(*a*) In the following sub-paragraph:

"reference point C" means the point of intersection of the centre line of the motorway and the centre line of Dumbrek Road and marked "C" on the plan.

(*b*) The routes described in this sub-paragraph are shown by heavy black lines and numbered 5 and 6 respectively on the plan and are routes:

(i) No. 5 starting at a point on the northern carriageway of the motorway 201 metres (220 yards) or thereby east of reference point C and proceeding westwards to join Dumbreck Road.

(ii) No. 6 starting at a point on the southern carriageway of the motorway 192 metres (210 yards) or thereby east of reference point C and proceeding westwards to join Dumbreck Road.

4. Junction of the motorway with Helen Street.

(*a*) In the following sub-paragraph:

"reference point D" means the point of intersection of the centre line of the motorway and the centre line of Helen Street and marked "D" on the plan.

(*b*) The routes described in this sub-paragraph are shown by heavy black lines and numbered 7 and 8 respectively on the plan and are routes:

(i) No. 7 starting at a point on the northern carriageway of the motorway 222 metres (243 yards) or thereby east of reference point D and proceeding westwards to join Helen Street.

(ii) No. 8 starting at a point on the southern carriageway of the motorway 204 metres (223 yards) or thereby east of reference point D and proceeding westwards to join Helen Street.