STATUTORY INSTRUMENTS

1974 No. 2089 (S. 193)

ROADS AND BRIDGES, SCOTLAND

SPECIAL ROADS

The Glasgow Ayr Motorway (Stage 1) (Connecting Roads) Special Roads Scheme 1972 Confirmation Instrument 1974

Made - - - 6th December 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 Schedule I to the Act, the Secretary of State hereby makes the following instrument:—

1. This instrument may be cited as the Glasgow Ayr Motorway (Stage 1) (Connecting Roads) Special Roads Scheme 1972 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 Ayr Motorway (Stage 1) (Connecting Roads) Special Roads Scheme 1972 (hereinafter referred to as "the Scheme") is hereby confirmed subject to the substitution of the words "sections 1 and 2" for the words "sections 1, 2 and 9" where they appear in 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.

6th December 1974.

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

SCHEDULE

THE GLASGOW AYR MOTORWAY (STAGE 1) (CONNECTING ROADS) SPECIAL ROADS SCHEME, 1972

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 Ayr Motorway (Stage 1) (Connecting Roads) Special Roads 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 "The Glasgow Ayr Motorway (Stage 1) (Connecting Roads) Special Roads 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, Edinburgh;
"the motorway"	means the special road to be provided under the Glasgow Ayr Motorway (Stage 1) Special Road Scheme, 1972;
"Renfrew Motorway"	means the special road to be provided under the Glasgow Renfrew Motorway (Stage 1) 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 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 Ninth Day of November, Nineteen Hundred and Seventy-two.

(Sgd.) DONALD McCOLL.

(Sgd.) PATRICK TRAINER.
Members of the Corporation

F. D. COLQUHOUN
Town Clerk Depute

(a) 1949 c.32. **(b)** 1889 c.63. **(c)** S.I. 1971/1211.

SCHEDULE TO SCHEME

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

1. Junction of the motorway with Renfrew Motorway

   (a) in the following sub-paragraph

   "reference point A" means the point of intersection of the motorway and the centre line of Gower Terrace which is marked "A" on the plan.

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

   (i) No. 1 starting at reference point A on the western carriageway of the motorway and proceeding northeastwards for 560 metres (612 yards) or thereby to join Renfrew Motorway.

   (ii) No. 2 starting at reference point A on the eastern carriageway of the motorway and proceeding northeastwards for 500 metres (547 yards) or thereby to join Renfrew Motorway.

   (iii) No. 3 starting at reference point A on the eastern carriageway of the motorway and proceeding northeastwards for 440 metres (480 yards) or thereby to join Renfrew Motorway.

2. Junction of the motorway with Dumbreck Road (as re-aligned)

   (a) in the following sub-paragraphs:

   "reference point B" means the point of intersection of the centre line of the motorway and the centre line of Dumbreck Road as re-aligned which is marked "B" on the plan.

   (b) The routes described in the sub-paragraph are shown by a heavy black line and numbered 4 and 5 respectively, and are routes:

   (i) No. 4 starting at a point on the western carriageway of the motorway 200 metres (219 yards) or thereby north of reference point B and proceeding southwards to join Dumbreck Road.

   (ii) No. 5 starting at a point on the eastern carriageway of the motorway 200 metres (219 yards) or thereby north of reference point B and proceeding southwards to join Dumbreck Road.