

**200 No.**

**ROADS AND BRIDGES**

The M74 Special Road (Junction 5, Raith)  
Appropriation Special Road Scheme Order 200

*Made* 200

*Coming into force* 200

The Scottish Ministers, in exercise of the powers conferred by section 9(1)(a) of the Roads (Scotland) Act 1984<sup>(a)</sup>, and of all other powers enabling them in that behalf, having been satisfied in accordance with section 9(4) of that Act, having determined in accordance with sections 20A<sup>(b)</sup> and 55A<sup>(c)</sup> of that Act that the project falls within Annex I to Council Directive No 85/337/EEC<sup>(d)</sup> on the assessment of the effects of certain public and private projects on the environment and having published an Environmental Statement on 23 March 2007 and having complied with the provisions of the said sections 20A and 55A of, and Part 1 of Schedule 1 <sup>(e)</sup>to, that Act, hereby make the following Order.

1. This Order may be cited as the M74 Special Road (Junction 5, Raith) Appropriation Special Road Scheme Order 200[ ] and shall come into force on .

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<sup>(a)</sup> 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).

<sup>(b)</sup> Section 20A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

<sup>(c)</sup> Section 55A was substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

<sup>(d)</sup> O.J. LDN: 175, 5.7. 1985, p.40 as amended by Council Directive 97/11/EC (O.J. LDN: 73, 14.3. DN: 1997 p.5), and Council Directive 2003/35/ec (O.J.. LDN: 156, 25.6.2003, p.17)

<sup>(e)</sup> Part I of Schedule 1 was amended by regulation 73 of S.I. 1988/1221, regulation 4(d) of S.I. 1994/2012, the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135, by regulation 52 of S.S.I. 1999/1 by the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, and by S.S.I. 2006/614.

2. On the date of the coming into force of this Order that the lengths of trunk road along the route described in Part 1 of the Schedule to this Order is appropriated as part of the special road authorised to be provided by the Scottish Ministers by the M74 Special Road (Junction 5, Raith) Special Road Scheme 200[ ](f).

**Chief Road Engineer**

A member of the staff of the Scottish Ministers

Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow

200[ ]

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(f) S.I. 200[ ]

## SCHEDULE

In this Schedule, the following expressions have the followings meanings: -

“the plan” means the plan numbered OTG/1554/1002 and entitled The M74 Special Road (Junction 5, Raith) Appropriation Order 200[ ], signed with reference to this Order and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow.

‘the existing A725 Bellshill Trunk Road’ means the existing trunk road between the existing A8 and East Kilbride.

‘the existing Raith Junction Roundabout’ means the existing A725 Bellshill Trunk Road Roundabout.

‘the existing Whistleberry Toll Roundabout’ means the existing roundabout to the south-west of the existing Raith Junction Roundabout.

‘point A’ means the intersection of the centrelines of the existing B7071 Bothwell Road and the existing A725 Bellshill Trunk Road.

### PART 1

#### LENGTHS OF ROAD TO BE APPROPRIATED

1. From a point on the existing Whistleberry Toll Roundabout 440 metres or thereby north of point A, to a point 760 metres or thereby north of point ‘A’, generally in a northerly then north-easterly direction for a distance of 340 metres or thereby as shown by the double-hatched line and numbered ‘1’ on the plan.
2. From a point on the existing A725 Bellshill Trunk Road 740 metres or thereby north of point A, to a point 790 metres or thereby north of point ‘A’, generally in a north-easterly direction for a distance of 50 metres or thereby as shown by the double-hatched line and numbered ‘2’ on the plan.
3. From a point on the existing Raith Junction Roundabout 770 metres or thereby north of point A, to a point 800 metres or thereby north of point ‘A’, generally in a north-westerly direction for a distance of 30 metres or thereby as shown by the double-hatched line and numbered ‘3’ on the plan.
4. From a point on the existing A725 Bellshill Trunk Road 960 metres or thereby north of point A, to a point 1270 metres or thereby north-east of point ‘A’, generally in a north-easterly direction for a distance of 350 metres or thereby as shown by the double-hatched line and numbered ‘4’ on the plan.