

2010 No. 454

ROADS AND BRIDGES

SPECIAL ROADS

The M74 Special Road, (Junction 5, Raith) Special Road Scheme 2010

Made

13 December 2010

Coming into force

11 January 2011

The Scottish Ministers make the following Scheme in exercise of the powers conferred by sections 7, 8(2) and 10(1) of the Roads (Scotland) Act 1984^(a), and of all other powers enabling them to do so.

In accordance with section 7(7) of that Act, they have given due consideration to the requirements of local and national planning, and to the requirements of agriculture and industry.

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 No 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 23 March 2007, and have complied with all other provisions of sections 20A and 55A of that Act.

This Scheme is made in accordance with the provisions of Parts II and III of Schedule 1^(e) to that Act.

Citation and commencement

1. This Scheme may be cited as the M74 Special Road (Junction 5, Raith) Special Road Scheme 2010, and comes into force on 11 January 2011.

^(a) 1984 c.54. Section 7 was amended by the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14 and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 2, paragraph 2 and schedule 3. Sections 8 and 10 were amended by the New Roads and Street Works Act 1991 (c.22) Sections 45 and 46 respectively. 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 substituted by S.S.I. 1999/1 and was amended by S.S.I. 2006/614.

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

^(d) O.J. LDN: 175, 5.7.1985, p40 as amended by Council Directive 97/11/EC (OJ LDN: 73, 14.3. DN: 1997, p.5) and Council Directive 2003/35/EC (O.J. LDN: 156, 25.6.2003, p.17).

^(e) Part II of Schedule 1 was relevantly amended by the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002, schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007, section 24, schedule 2 paragraph 3 and schedule 3, and also by S.S.I. 1999/1, and 2006/614.

Special road

2. (1) The Scottish Ministers as special road authority are, by means of this Scheme, authorised to provide a special road along the route described in the Schedule.
- (2) That special road shall, except in so far as it is provided by means of the appropriation of existing trunk road by virtue of the M74 Special Road (Junction 5, Raith) Appropriation Order 2010 ⁽¹⁾, become a trunk road on the date this Scheme comes into force.
3. Classes I and II of the classes of traffic set out in Schedule 3 of the Roads (Scotland) Act 1984 are prescribed for the purpose of the use of the special road, the routes of which are described in the Schedule.



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13 December 2010

⁽¹⁾ S.S.I. 2010/453

SCHEDULE

Article 2

SPECIAL ROAD

INTERPRETATION

In this Schedule: -

“the plan” means the plan numbered OTG/1554/1001 and entitled The M74 Special Road (Junction 5, Raith) (Special Road) Scheme 2010”, signed with reference to this Scheme and deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow.

“the existing A725 Bellshill Trunk Road” means that length of the existing A725/A726 Shawhead – East Kilbride – Phillipshill Roundabout 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.

“the existing M74 northbound merge slip road” means the existing northbound motorway merge slip road to the M74/A74(M) Glasgow - Carlisle Trunk Road accessed from 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 shown marked “A” on the plan.

THE ROUTES OF THE SPECIAL ROAD

1. From a point on the existing M74 northbound merge slip road 915 metres or thereby north of point A, to a point 705 metres or thereby north of point ‘A’, generally in a southerly then south-westerly direction for a distance of 210 metres or thereby as shown by the heavy black line and numbered ‘1’ on the plan.
2. From a point on the existing Whistleberry Toll Roundabout 510 metres or thereby north of point A, to a point 720 metres or thereby north-east of point ‘A’, generally in a northerly then north-easterly direction for a distance of 220 metres or thereby as shown by the heavy black 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 760 metres or thereby north of point ‘A’, generally in a south-westerly direction for a distance of 10 metres or thereby as shown by the heavy black line and numbered ‘3’ on the plan.

4. From a point on the existing Raith Junction Roundabout 780 metres or thereby north of point A, to a point 950 metres or thereby north-east of point 'A', generally in a north-easterly direction for a distance of 190 metres or thereby as shown by the heavy black line and numbered '4' on the plan.

5. From a point on the existing A725 Bellshill Trunk Road 1020 metres or thereby north-east of point A, to a point 1080 metres or thereby north-east of point 'A', generally in a north-easterly direction for a distance of 70 metres or thereby as shown by the heavy black line and numbered '5' on the plan.

6. From a point on the existing M74 northbound merge slip road 895 metres or thereby north of point A, to a point 855 metres or thereby north of point 'A', generally in a southerly direction for a distance of 40 metres or thereby as shown by the heavy black line and numbered '6' on the plan.