

**2005 No. 187**

**ROADS AND BRIDGES  
SPECIAL ROADS**

**The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge)  
Special Road and Connecting Roads Scheme 2005.**

*Made*

*24 March 2005*

*Coming into force*

*1 April 2005*

The Scottish Ministers, in exercise of the powers conferred by section 7, as read with sections 8, 10(1) and 143(1) of the Roads (Scotland) Act 1984<sup>(a)</sup>, and of all other powers enabling them in that behalf, having given due consideration to the requirements in accordance with section 7(7) and having determined in accordance with section 20A<sup>(b)</sup> of the said Act that the project falls within Annex I to Council Directive No 85/337/EEC<sup>(c)</sup> on the assessment of the effect of certain public and private projects on the environment, and an Environmental Statement having been published on 24 March 2003, and having complied with the provisions of the said section 20A of, and Part II of Schedule 1<sup>(d)</sup> to the said Act, hereby make the following Scheme:

1. This Scheme may be cited as The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Special Road and Connecting Roads Scheme 2005 and shall come into force on 1 April 2005.

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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 inserted by regulation 49 of the Environmental Impact Assessment (Scotland) Regulations 1999 (S.S.I. 1999 No. 1).

<sup>(c)</sup> O.J. No. L175, 5.7.1985, p40 as amended by O.J. No. L73, 14.3.1997, p5.

<sup>(d)</sup> Part II of Schedule 1 was relevantly amended by the Local Government etc (Scotland) Act 1994 (c.39) Schedule 13 paragraph 135 by regulation 52 of S.S.I. 1999 No.1., and by the Water Industry (Scotland) Act 2002 (asp 3), Schedule 7, paragraph 14.

2. The Scottish Ministers as special road authority are, by means of this Scheme, hereby authorised to provide a special road along the routes described in the Schedule hereto and such road shall become trunk road on the date of coming into force of this Scheme.

3. Classes I and II of the Classes of Traffic set out in Schedule 3 to the Roads (Scotland) Act 1984 are hereby prescribed for the purpose of use of the special road, the routes of which are described in the Schedule hereto.

**J A HOWISON**  
Chief Road Engineer

Scottish Executive Enterprise, Transport and Lifelong Learning Department  
Victoria Quay  
Edinburgh  
24 March 2005.

This is the Schedule referred to in the foregoing “The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Special Road and Connecting Roads Scheme 2005 ”

## **SCHEDULE**

In this Schedule the following expressions have the following meanings:

“the Plan” means the Plan numbered 2NEA/13/2 and entitled "The M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Special Road and Connecting Roads Scheme 2005”, signed with reference to this Scheme and deposited at the offices of the Scottish Executive Enterprise, Transport and Lifelong Learning Department, Victoria Quay, Edinburgh, EH6 6QQ.

"the motorway" means the special road to be provided in terms of the M74 Special Road (Fullarton Road to M8 West of Kingston Bridge) Special Road and Connecting Roads Scheme 2005.

"the M8 motorway" means the existing M8/A8 Edinburgh - Greenock Trunk Road.

"the M74 motorway" means the existing M74/A74(M)/A74 Glasgow - Carlisle Trunk Road.

"reference point A" on the Plan refers to the point of intersection of the centre line of the M74 motorway and the centre line of Carmyle Avenue (A763).

"reference point B" on the Plan refers to the point of intersection of the centre line of the motorway and the centreline of Cambuslang Road (A724).

"reference point C" on the Plan refers to the point of intersection of the centre line of the motorway and the centreline of Polmadie Road (B763).

"reference point D" on the Plan refers to the point of intersection of the centre line of Scotland Street and the centre line of West Street.

"reference point E" on the Plan refers to the point of intersection of the centre line of the outer eastbound carriageway of the M8 motorway and the centre line of Seaward Street.

"reference point F" on the Plan refers to the point of intersection of the centre line of the outer westbound carriageway of the M8 motorway and the centre line of Seaward Street.

"reference point G" on the Plan refers to the point of intersection of the centre line of the motorway westbound connecting road and the centre line of Carnoustie Street.

"reference point H" on the Plan refers to the point of intersection of the centre line of the motorway eastbound connecting road and the centre line of Carnoustie Street.

## THE ROUTE OF THE SPECIAL ROAD

1. From a point marked “1” on the Plan, located 425 metres or thereby west of reference point “A” on the Plan in a westerly direction for a distance of 0.90 kilometres or thereby, then in a southwesterly direction for a distance of 1.50 kilometres or thereby, then in a westerly direction for a distance of 1.80 kilometres or thereby, then in a generally north-westerly direction for a distance of 3.20 kilometres or thereby, to a point marked “2” on the Plan, located 60 metres or thereby northeast of reference point “D”, as shown by a thick black line.

## THE ROUTES OF THE CONNECTING ROADS

1. From point “2” on the Plan, in a northwesterly, then in a westerly direction for a distance of 755 metres or thereby, to a point on the existing slip road between the outer eastbound carriageway of the M8 motorway and Paisley Road (A8), marked “3” on the Plan and located 70 metres or thereby east of reference point “E”, as shown by a medium black line.
2. From point “2” on the Plan, in a northwesterly, then in a westerly direction for a distance of 660 metres or thereby, to a point on the existing slip road between the outer westbound carriageway of the M8 motorway and Carnoustie Street, marked “4” on the Plan and located 145 metres or thereby east of reference point “F”, as shown by a medium black line.

## THE ROUTES OF THE SLIP ROADS

1. That route from a point on the westbound carriageway of the motorway, 1280 metres or thereby west of the reference point "A", and proceeding eastward for a distance of 485 metres or thereby to join Fullarton Road, as shown by a thin black line between the points marked “5” and “6” on the Plan.
2. That route from a point on the eastbound carriageway of the motorway, 1290 metres or thereby west of the reference point "A", and proceeding eastward for a distance of 520 metres or thereby to join Fullarton Road, as shown by a thin black line between the points marked “7” and “8” on the Plan.
3. That route from a point on the westbound carriageway of the motorway, 725 metres or thereby northeast of the reference point "B", and proceeding southwestward for a distance of 700 metres or thereby to join Cambuslang Road (A724), as shown by a thin black line between the points marked “9” and “10” on the Plan.
4. That route from a point on the westbound carriageway of the motorway, 590 metres or thereby west of the reference point "B", and proceeding eastward for a distance of 615 metres or thereby to join Cambuslang Road (A724), as shown by a thin black line between the points marked “11” and “12” on the Plan.

5. That route from a point on the eastbound carriageway of the motorway, 650 metres or thereby west of the reference point "B", and proceeding eastward for a distance of 550 metres or thereby to join Cambuslang Road (A724), as shown by a thin black line between the points marked "13" and "14" on the Plan.
6. That route from a point on the eastbound carriageway of the motorway, 495 metres or thereby northeast of the reference point "B", and proceeding southwestward for a distance of 540 metres or thereby to join Cambuslang Road (A724), as shown by a thin black line between the points marked "15" and "16" on the Plan.
7. That route from a point on the westbound carriageway of the motorway, 590 metres or thereby southeast of the reference point "C", and proceeding northwestward for a distance of 585 metres or thereby to join Polmadie Road (B763), as shown by a thin black line between the points marked "17" and "18" on the Plan.
8. That route from a point on the westbound carriageway of the motorway, 560 metres or thereby northwest of the reference point "C", and proceeding southeastward for a distance of 525 metres or thereby to join Polmadie Road (B763), as shown by a thin black line between the points marked "19" and "20" on the Plan.
9. That route from a point on the eastbound carriageway of the motorway, 530 metres or thereby northwest of the reference point "C", and proceeding southeastward for a distance of 530 metres or thereby to join Polmadie Road (B763), as shown by a thin black line between the points marked "21" and "22" on the Plan.
10. That route from a point on the eastbound carriageway of the motorway, 590 metres or thereby southeast of the reference point "C", and proceeding northwestward for a distance of 585 metres or thereby to join Polmadie Road (B763), as shown by a thin black line between the points marked "23" and "24" on the Plan.
11. That route from a point on the westbound carriageway of the motorway, 600 metres or thereby southeast of the reference point "G", and proceeding northwestward, then westward for a distance of 580 metres or thereby to join Carnoustie Street, as shown by a thin black line between the points marked "25" and "26" on the Plan.
12. That route from a point on the eastbound carriageway of the motorway, 585 metres or thereby southeast of the reference point "H", and proceeding northwestward, then northward for a distance of 575 metres or thereby to join Dalintober Street 70 metres or thereby south of its junction with Wallace Street, as shown by a thin black line between the points marked "27" and "28" on the Plan.
13. That route from a point on the existing slip road between the M8 motorway and Paisley Road (A8), 70 metres or thereby east of the reference point "E", and proceeding eastward, then northeastward then northward for a distance of 435 metres or thereby to rejoin the existing slip road between the M8 motorway and Paisley Road (A8), as shown by a thin black line between the points marked "29" and "30" on the Plan.