

STATUTORY INSTRUMENTS

1983 No 1328

ROADS AND BRIDGES, SCOTLAND

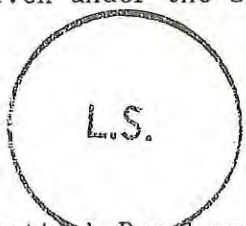
The London-Carlisle-Glasgow-Inverness
Trunk Road (Draffan to Millbank Detrunking)
Order 1983

Made 29 August 1983

The Secretary of State, in exercise of the powers conferred by section 1(2) of the Trunk Roads Act 1946(a) (hereinafter referred to as "the Act") and now vested in him (b), and of all other powers enabling him in that behalf, and having complied with the provisions of Schedule 2 to the Act(c), hereby makes the following order:-

1. This order may be cited as the London-Carlisle-Glasgow-Inverness Trunk Road (Draffan to Millbank Detrunking) Order 1983.
2. The new trunk road hereinafter referred to comprises the special roads authorised in terms of The Draffan to Wellburn Special Road Scheme 1983(d), The Wellburn to Poniel Special Road Scheme 1983(e) and The Poniel to Millbank Special Road Scheme 1983(f).
3. On 1 April next after the date on which notice is given by the Secretary of State to the Strathclyde Regional Council that the new trunk road is open for the purposes of through traffic, the lengths of road described in the Schedule to this order shall cease to be trunk road.

Given under the seal of the Secretary of State for Scotland.



GODFREY ROBSON
Assistant Secretary

Scottish Development Department
New St Andrew's House
Edinburgh

29 August 1983

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- (a) 1946 c.30.
 - (b) See the Transfer of Functions (Roads, Bridges and Ferries) Order 1955. (S.I. 1955/1955).
 - (c) Schedule 2 is amended by section 51(1) of and paragraph 6 of Schedule 1 to the Roads (Scotland) Act 1970 (c.20).
 - (d) S.I. 1983/1321
 - (e) S.I. 1983/1323
 - (f) S.I. 1983/1327

SCHEDULE

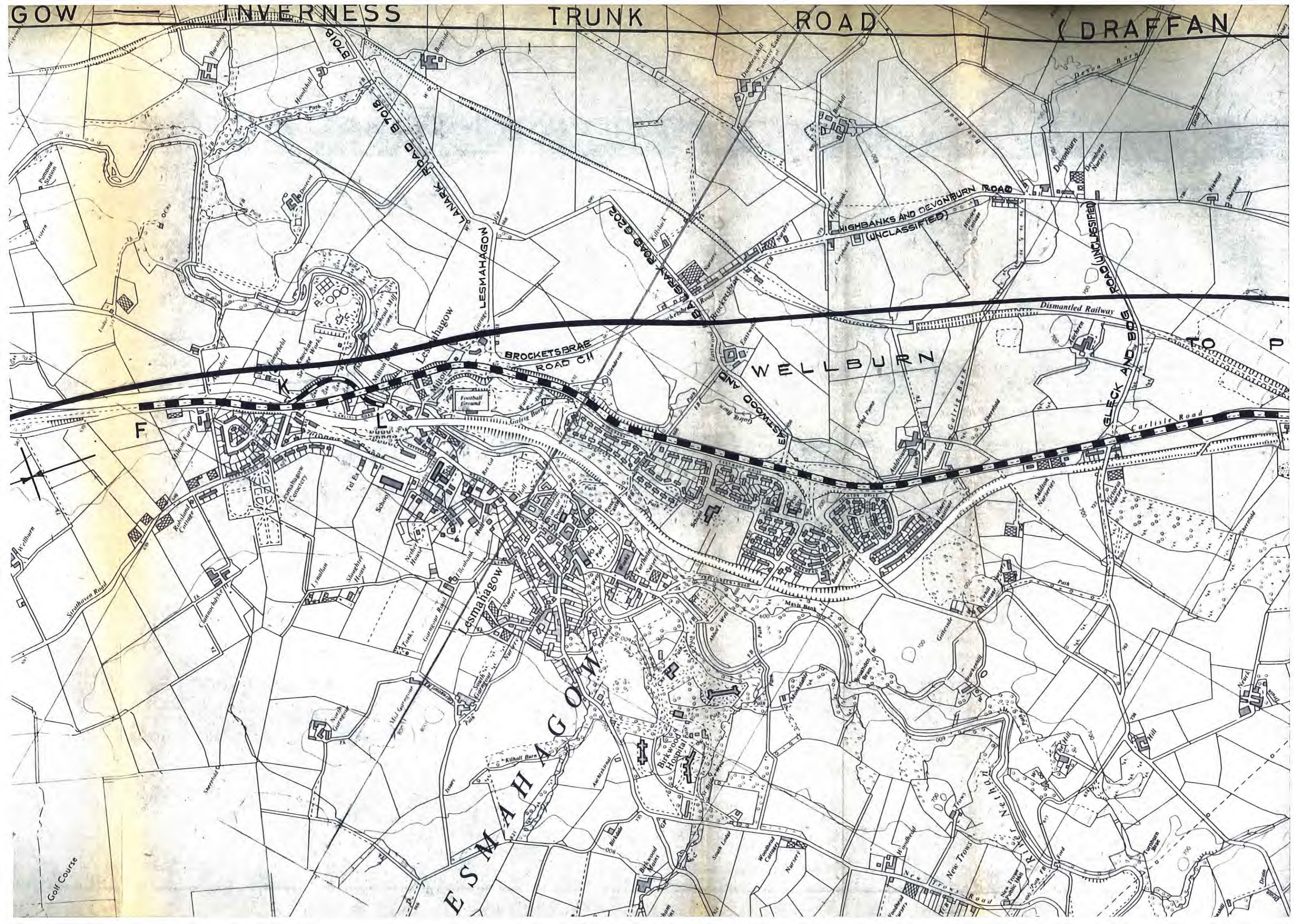
Lengths of Road Ceasing to be Trunk Road

In this Schedule:

"the plan" means the plan numbered RUP/36/1/2 marked "The London-Carlisle-Glasgow-Inverness Trunk Road (Draffan to Millbank Detrunking) Order 1983" signed and sealed with reference to this order and deposited at the office of the Scottish Development Department, New St Andrew's House, Edinburgh;

"the existing trunk road" means the London-Carlisle-Glasgow-Inverness Trunk Road (A74).

1. That length of trunk road slip road from a point 450 metres or thereby south-east of the point at which the dismantled railway crosses the existing trunk road to the north of Blackwood in an easterly then northwesterly direction for a distance of 190 metres (208 yards) or thereby as shown by black and white hatching between the points marked 'A' and 'B' on the plan;
2. That length of trunk road slip road from a point 450 metres or thereby south of the point at which the dismantled railway crosses the existing trunk road to the north of Blackwood in a westerly then north westerly direction for a distance of 160 metres (175 yards) or thereby as shown by black and white hatching between the points marked 'A' and 'C' on the plan;
3. That length of the existing trunk road from a point 50 metres or thereby north-west of its junction with the Lanark-Strathaven Road (A726) in a south easterly direction for a distance of 1.08 Km (0.67 miles) or thereby to a point on the existing trunk road 95 metres (104 yards) or thereby north west of the point at which the said road crosses the Teiglum Burn as shown by black and white hatching between the points marked 'D' and 'E' on the plan.
4. That length of the existing trunk road from a point 470 metres or thereby southeast of the point at which the said road crosses the Teiglum Burn in a south-easterly direction for a distance of 7.38 Km (4.59 miles) or thereby to a point on the existing trunk road 635 metres (695 yards) or thereby southeast of its junction with the Folkerton Mill Road (unclassified) as shown by black and white hatching between the points marked 'F' and 'G' on the plan.
5. That length of the existing trunk road from a point 850 metres or thereby southeast of its junction with the Folkerton Mill Road (unclassified) in a south-easterly direction for a distance of 2.28 Km (1.42 miles) or thereby to a point (which point will be located on the northern rim of the new roundabout to be constructed under the Poniel to Millbank Special Road (Side Roads) Order 1983 at the northern junction of the existing trunk road and the Edinburgh-Ayr Road (A70)) as shown by black and white hatching between the points marked 'H' and 'J' on the plan.
6. That length of trunk road slip road leading to Lesmahagow from its junction with the existing trunk road in a southeasterly and then southerly direction for a distance of 0.37 Km or thereby to the junction of the said slip road with Carlisle Road, Lesmahagow, as shown by black and white hatching between the points marked 'K' and 'L' on the said plan.



GOW INVERNESS TRUNK ROAD (DRAFFAN)

LESMAHAGOW

WELLBURN

LESMAHAGOW

NEW TOWNS

Golf Course

F

U.S.



Broken Cross

Gledlaw

FOLKERTON MILL ROAD (UNCLASSIFIED)

TO PONTEL
SPECIAL ROAD

Dismantled Railway

Fauldhouse Burn

Linfieldbank

Coul Burn

Ribbeck

Amfield

Altona Junction

Cairnhouse

Verber

Thornhill

G

Dismantled Railway

Swain

Milner

PP1

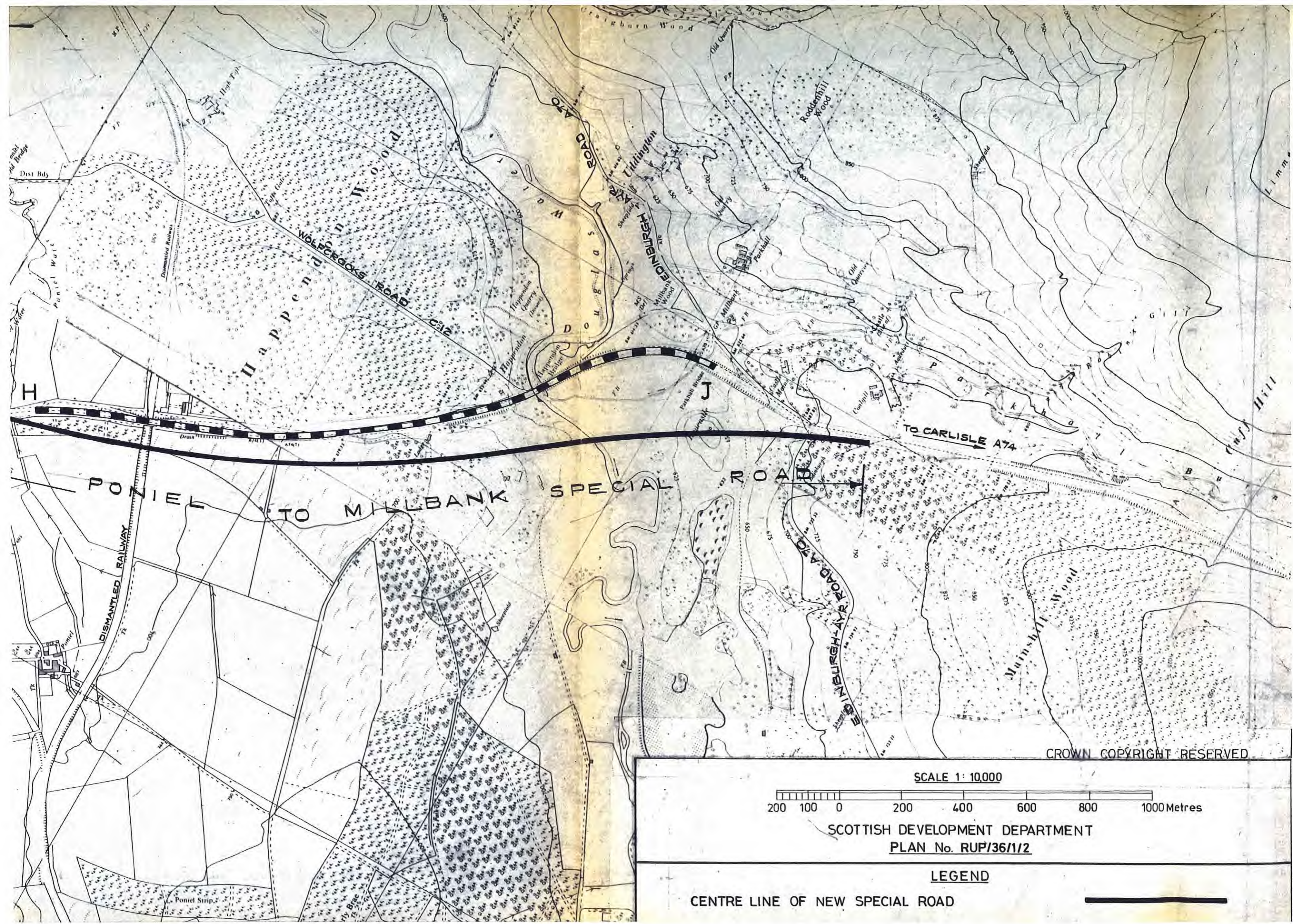
Swanhill

Swanhill

Marfield

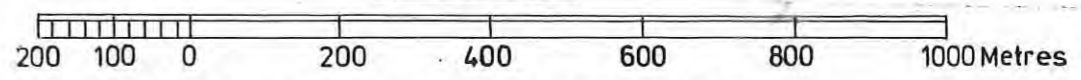
Crosshill

Milner



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SCOTTISH DEVELOPMENT DEPARTMENT
PLAN No. RUP/36/1/2

LEGEND

CENTRE LINE OF NEW SPECIAL ROAD

