

2020 No. 9

ROAD TRAFFIC

The M8 (Newhouse to Easterhouse) M73 (Maryville to Mollinsburn) M74 (Daldowie to Hamilton) A725 (Shawhead to Whistleberry) Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) Order 2020

Made - - - - 22nd January 2020

Coming into force - - 1st February 2020

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 2(1) and (2), 4(1) and 14(1)(a) and (4) of the Road Traffic Regulation Act 1984(a) and all other powers enabling them to do so.

In accordance with section 14(1) of that Act, they are satisfied that the traffic on the lengths of road specified in the schedule should be restricted or prohibited because works are being or are proposed to be executed on or near those lengths of road.

In accordance with section 14(3) of that Act, they have had regard to the existence of alternative routes suitable for the traffic which will be affected by this Order.

Citation, commencement and cessation

1. This Order may be cited as the M8 (Newhouse to Easterhouse) M73 (Maryville to Mollinsburn) M74 (Daldowie to Hamilton) A725 (Shawhead to Whistleberry) Scotland Trunk Roads (Temporary Prohibitions of Traffic and Overtaking and Temporary Speed Restrictions) Order 2020, comes into force on 1 February 2020 and ceases to have effect on 1 May 2020.

Prohibition on use of a road

2. No person may use, or permit the use of, any vehicle on a length of road, or part or parts of a length of road, specified in the schedule when a prohibition is identified as applying to that length of road, or a part or parts of that length of road, by means of a traffic sign of the type described in item 8 (diagram 7105 – position of barrier to mark length of road closed or to guide traffic past an

(a) 1984 c.27; section 2(1) and (2) were amended by the New Roads and Street Works Act 1991 (c.22), schedule 8, paragraph 18 and section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and schedule 1. The Scottish Ministers are the traffic authority by virtue of section 121A of the Road Traffic Regulation Act 1984 (inserted by the New Roads and Street Works Act 1991, schedule 8, paragraph 70 and amended by S.I. 2001/1400) as read with section 151(1) of the Roads (Scotland) Act 1984 (c.54) (relevantly amended by S.I. 2001/1400). The functions of the Secretary of State were transferred to the Scottish Ministers by section 53 of the Scotland Act 1998 (c.46).

obstruction) of the sign table in Part 6 of schedule 13 of the Traffic Signs Regulations and General Directions 2016(a).

Prohibition on overtaking

3. No person may use, or permit the use of, any vehicle in such a way that it overtakes any other moving vehicle on a length of road, or a part or parts of a length of road, specified in the schedule when a prohibition is identified as applying to that length of road, or a part or parts of that length of road, by means of a traffic sign of the type described in item 5 (diagram 632 – no overtaking) of the sign table in Part 2 of schedule 3 of the Traffic Signs Regulations and General Directions 2016. “Other moving vehicle” does not include a cycle, motor cycle, tricycle or any other vehicle not being a motor vehicle in accordance with section 140 of the Road Traffic Regulation Act 1984(b).

Speed restriction

4.—(1) No person may use, or permit the use of, any vehicle on a length of road, or a part or parts of a length of road, specified in column 1 of the tables in Parts 2 and 3 of the schedule at a speed exceeding that specified in the corresponding entry in column 2 of the relevant table when a restriction is identified as applying to that length of road, or a part or parts of that length of road, by means of a traffic sign of the type described in item 1 (diagram 670 – maximum speed limit in mph) of the sign table in Part 2 of schedule 10 of the Traffic Signs Regulations and General Directions 2016.

(2) When this paragraph applies, no person may use, or permit the use of, any vehicle on a length of road, or a part or parts of a length of road, specified in column 1 of the table in Part 3 of the schedule at a speed exceeding 10 miles per hour when that restriction is identified as applying to that length of road, or a part or parts of that length of road, by means of a traffic sign of the type described in item 1 (diagram 670 – maximum speed limit in mph) of the sign table in Part 2 of schedule 10 of the Traffic Signs Regulations and General Directions 2016.

(3) Paragraph (2) applies when convoy working is in operation and indicated by one or more of the traffic signs of the types described in:

- (a) Item 34 (diagram 7025 – vehicles to be escorted through road works ahead), item 35 (diagram 7026 – explanation of reason for escorting vehicles in convoys) and item 36 (diagram 7029 – convoy vehicles no overtaking) of the sign table in Part 6 of schedule 13, and
- (b) item 58 (diagram 7011 – point beyond which vehicular traffic must not proceed when required to stop) of the sign table in Part 2 of schedule 14.

Exemptions

5. No prohibition imposed by this Order applies to vehicles being used in an emergency for fire brigade, ambulance, police or coastguard purposes or a vehicle while being used for carrying out the works.

6. No speed restriction imposed by this Order applies to—

- (a) vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011(c) when used in accordance with regulation 3(5) of those Regulations, or

(a) S.I. 2016/362.

(b) Section 140 was amended by the Road Traffic (Consequential Provisions) Act 1988 (c.54), schedule 3, paragraph 25(9).

(c) S.I. 2011/935.

(b) vehicles being used in an emergency for coastguard purposes.

J KENNEDY

A member of the staff of the Scottish Ministers

Buchanan House,
Glasgow
22nd January 2020

SCHEDULE

Articles 2,3 and 4

SPECIFIED LENGTHS OF ROAD

PART 1

Specified lengths of road

<i>1</i>
Specified lengths of road
1. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the southbound M73 to the M8 Baillieston Interchange Roundabout, a distance of 569 metres or thereby.
2. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the M8 Baillieston Interchange Roundabout to the northbound M73, a distance of 800 metres or thereby.
3. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the M8 Baillieston Interchange Roundabout to the southbound carriageway of the M73, a distance of 350 metres or thereby.
4. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the northbound carriageway of the M73 to M8 Baillieston Interchange Roundabout, a distance of 300 metres or thereby.
5. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the M73 to M74 southbound carriageway to where it meets the slip road from the northbound M74 to Daldowie Junction, a distance of 466 metres or thereby.
6. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the slip road from Daldowie Junction to the northbound carriageway of the M74, a distance of 599 metres or thereby.
7. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the slip road from the M74 Southbound to Daldowie Junction, a distance of 614 metres or thereby.
8. That length of the M74/A74(M) Trunk Road being the southbound on slip road at the A721 southbound carriageway to where it meets the slip road from the M73 southbound carriageway to the M74 southbound carriageway, a distance of 535 metres or thereby.
9. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the southbound on slip road at the A721 northbound carriageway to where it meets the A721 southbound on slip road to the M74, a distance of 32 metres or thereby.
10. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the southbound off slip road at Bothwell Services, a distance of 300 metres or thereby.
11. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the southbound on slip road at Bothwell Services, a distance of 280 metres or thereby.
12. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the slip road from southbound carriageway to the Raith Roundabout, a distance of 160 metres or thereby.
13. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the slip road from Raith Roundabout to the southbound carriageway, a distance of 371 metres or thereby.
14. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the northbound on slip road from Junction 6 Hamilton, from a point 406 metres north of the diverge from the southbound junction 6 on slip road, a distance of 340 metres or thereby.
15. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the northbound off slip road at Hamilton Services, a distance of 329 metres or thereby.
16. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the northbound on slip road at Hamilton Services, a distance of 452 metres or thereby.
17. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the slip road from

the M74 northbound to the Raith Roundabout, a distance of 518 metres or thereby.
18. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road being the slip road from the Raith Roundabout to the northbound carriageway of the M74, a distance of 389 metres or thereby.

PART 2

<i>1</i>	<i>2</i>
Specified lengths of road	Speed restriction (miles per hour)
1. That length of the M73 Maryville – Mollinsburn Trunk Road, being the slip road from the northbound carriageway of the M73 to the westbound carriageway of the M8, a distance of 1.32 kilometres or thereby.	40
2. That length of the M8/A8 Edinburgh - Greenock Trunk Road, being the slip road from the eastbound M8 to the eastbound A8, from the M8 eastbound to M73 Southbound slip road to a point 95 metres or thereby west of the circulatory carriageway of the roundabout situated at the junction of the A8 and the A89 Coatbridge Road, a distance of 635 metres or thereby.	40
3. That length of the M8/A8 Edinburgh – Greenock Trunk Road, being the circulatory carriageway of the M8 Baillieston Interchange Roundabout, a distance of 803 metres or thereby.	40
4. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the southbound carriageway of the M73 to the northbound carriageway of the M74, from the point where the southbound carriageway of the M73 splits into the slip roads to the northbound and southbound carriageways of the M74 to where it merges with the M74 Northbound carriageway, a distance of 2.36 kilometres or thereby.	40
5. That length of the M73 Maryville – Mollinsburn Trunk Road being the slip road from the southbound carriageway of the M73 to the southbound carriageway of the M74, from the point where the southbound carriageway of the M73 splits into the slip roads to the northbound and southbound carriageways of the M74 to where it merges with the M74 Southbound carriageway, a distance of 1.29 kilometres or thereby.	40
6. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the northbound carriageway from a point 75 metres southeast of a point directly over the centreline of the pedestrian underpass at Junction 6 (Hamilton), generally north westwards to a point 606 metres west of the point directly under the centreline of the A721 Daldowie Drive, a distance of 8.73 kilometres or thereby.	40
7. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the southbound carriageway from a point 615 metres west of a point directly under the centreline of the A721 Daldowie Drive, generally eastwards to a point 75 metres southeast of a point directly over the centreline of the pedestrian underpass at Junction 6 (Hamilton), a distance of 8.71 kilometres or thereby.	40
8. That length of the M73 Maryville – Mollinsburn Trunk Road being the southbound carriageway from a point over the circulatory carriageway at the south side of the M8 Baillieston Interchange Roundabout to the point where the southbound carriageway of the M73 splits into the slip roads to the northbound and southbound carriageways of the M74, a distance of 1.6 kilometres or thereby.	40
9. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being	40

<i>1</i>	<i>2</i>
Specified lengths of road	Speed restriction (miles per hour)
the slip road from the northbound carriageway of the M74 to the northbound carriageway of the M73, a distance of 2.05 kilometres or thereby.	
10. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the slip road from the southbound M74 to the northbound M73, a distance of 1.71 kilometres or thereby.	40
11. That length of the M74/A74(M) Glasgow – Carlisle Trunk Road, being the slip road from the northbound M74 to Daldowie Junction, a distance of 1.3 kilometres or thereby.	40
12. That length of the M73 Maryville – Mollinsburn Trunk Road being the northbound carriageway from a point where the slip roads from the southbound and northbound carriageways of the M74 merge with the northbound carriageway of the M73 to a point over the circulatory carriageway at the south side of M8 Baillieston Interchange Roundabout, a distance of 1.6 kilometres or thereby.	40

PART 3

<i>1</i>	<i>2</i>
Specified lengths of road	Speed restriction (miles per hour)
1. That length of the A725/A726 Shawhead – East Kilbride – Philipshill Roundabout Trunk Road being the northbound carriageway from a point directly over the centreline of the northbound on/off slip road at Orbiston Junction, generally northwards to a point directly under the circulatory carriageway at the south side of Bellziehill Junction, a distance of 964 metres or thereby.	40
2. That length of the A725/A726 Shawhead – East Kilbride – Philipshill Roundabout Trunk Road being the southbound carriageway from a point directly under the circulatory carriageway at the south side of Bellziehill Junction, generally southwards to a point directly over the centreline of the northbound on/off slip road at Orbiston Junction, a distance of 966 metres or thereby.	40