

1974 No. 264 (S.13)

ROADS AND BRIDGES, SCOTLAND

**The Gretna—Stranraer Trunk Road (Ford Farm Diversions)
Order 1974**

Made 19th February 1974

Coming into Operation 23rd March 1974

The Secretary of State in exercise of the powers conferred on him by section 1(2) of the Trunk Roads Act 1946(a) as read with the Transfer of Functions (Roads, Bridges and Ferries) Order 1955(b) and of all other powers enabling him in that behalf and having complied with the provisions of Schedule 2 to the said Act of 1946 as amended by section 51 of and Schedule 1 to the Roads (Scotland) Act 1970(c) hereby makes the following order:—

1. This order may be cited as the Gretna—Stranraer Trunk Road (Ford Farm Diversions) Order 1974, and shall come into operation on 23rd March 1974.

2. The Interpretation Act 1889(d) shall apply for the interpretation of this order as it applies for the interpretation of an Act of Parliament.

3. The roads which the Secretary of State proposes to construct (hereinafter referred to as “the new road”) along the routes described in Schedule 1 to this order shall become trunk road on the date of the coming into operation of this order.

4. On 16th May next after the date on which notice is given by the Secretary of State to the County Council of the Stewartry of Kirkcudbright that the new roads are opened for the purposes of through traffic the length of the Gretna—Stranraer Trunk Road (A75) described in Schedule 2 to this order (hereinafter referred to as “the old road”) shall cease to be a trunk road.

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

(L.S.)

F. Dawson,
Assistant Secretary.

Scottish Development Department,
St. Andrew's House,
Edinburgh.

19th February 1974.

(a) 1946 c. 30.
(c) 1970 c. 20.

(b) S.I. 1955/1955 (1955 I, p. 1205).
(d) 1889 c. 63.

SCHEDULE 1

THE ROUTES OF THE NEW ROAD

1. From a point on the Gretna—Stranraer Trunk Road (A75) in the Stewartry of Kirkcudbright 55 metres or thereby north-east of its junction with the Glenlochchar Road in a north-easterly direction for a distance of 85 metres or thereby to a point on the said Trunk Road 140 metres or thereby north-east of the said junction, the centre line of the new road being indicated by a heavy black line between the points marked 'A' and 'B' on the plan numbered R/TO/1/KU/61 and marked "the Gretna—Stranraer Trunk Road (Ford Farm Diversions) Order 1974", signed and sealed with reference to this order and deposited at the office of the Scottish Development Department, St. Andrew's House, Edinburgh. A certified copy of the said plan has been deposited at the office of the County Council of the Stewartry of Kirkcudbright, County Offices, Kirkcudbright.

2. From a point on the said trunk road in the said Stewartry, 10 metres or thereby north-east of the access to Mollance in a north-easterly direction for a distance of 270 metres or thereby to a point on the said trunk road 280 metres or thereby north-east of the said access, the centre line of the new road being indicated by a heavy black line between the points marked 'C' and 'D' on the said plan.

SCHEDULE 2

THE ROUTES OF THE OLD ROAD

1. That length of the said trunk road in the said Stewartry extending from a point 55 metres or thereby north-east of its junction with the Glenlochchar Road in a north-easterly direction for a distance of 85 metres or thereby to a point 140 metres or thereby north-east of the said junction, being indicated by black and white hatching between the points marked 'A' and 'B' on the said plan.

2. That length of the said trunk road in the said Stewartry extending from a point 10 metres or thereby north-east of the access to Mollance in a north-easterly direction for a distance of 275 metres or thereby to a point 280 metres or thereby north-east of the said access being indicated by black and white hatching between the points marked 'C' and 'D' on the said plan.