SCOTTISH STATUTORY INSTRUMENTS

2010 No. 101

ROADS AND BRIDGES

The A90 Trunk Road (Charleston to Blackdog) Detrunking Order 2010

Made - - - -	*11th March 2010*
Coming into force - -	*31st March 2010*

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 5(2) and (6) and 143(1) of the Roads (Scotland) Act 1984(**a**) and all other powers enabling them to do so.

In accordance with section 5(2) of that Act, they have taken into consideration the requirements of local and national planning, including the requirements of agriculture and industry, and are satisfied as to expediency.

This Order is made in accordance with the provisions of Part I and III of Schedule 1(**b**) to that Act.

Citation and commencement

1. This Order may be cited as the A90 Trunk Road (Charleston to Blackdog) Detrunking Order 2010 and comes into force on the 28th day after the day on which the A90 (Aberdeen Western Peripheral Route) Special Road Scheme 2010(**c**) is approved by resolution of the Scottish Parliament.

Road ceasing to be trunk road - Aberdeen

2.—(1) On 1st April next after the date on which the new special roads and trunk roads are all open—

(a) for use as special roads; or

(b) (in the case of the new lengths of trunk road which are not a special road), for the purposes of through traffic,

(**a**) 1984 c.54. Section 143 was amended by the Local Government etc. (Scotland) Act 1994 (c.39), Schedule 13, paragraph 135; the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraph 93 and by the Transport (Scotland) Act 2005 (asp 12), section 37. 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**) Part I 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 (asp 3), schedule 7, paragraph 14; the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraph 3 and schedule 3, and also by S.S.I. 1999/1 and 2006/614.

(**c**) S.S.I. 2010/79.

the lengths of road along the routes described in Schedule 1 shall cease to be trunk road and Aberdeen City Council(**a**) shall become the roads authority for those lengths of road and shall enter those lengths of road in their list of public roads.

(2) In paragraph (1) "the new special roads and trunk roads" means the new special roads to be provided and the roads becoming trunk roads, as the case may be, by virtue of—

(a) the A90 (Aberdeen Western Peripheral Route) Special Road Scheme 2010;

(b) the A956 (Aberdeen Western Peripheral Route) Special Road Scheme 2010(**b**);

(c) the A90 (Aberdeen Western Peripheral Route) (Craibstone Junction) Special Road Scheme 2010(**c**);

(d) the A90 (Aberdeen Western Peripheral Route) Trunk Road Order 2010(**d**);

(e) the A956 (Aberdeen Western Peripheral Route) Trunk Road Order 2010(**e**); and

(f) the A96 (Aberdeen Western Peripheral Route) Trunk Road Order 2010(**f**).

Road ceasing to be trunk road - Aberdeenshire

3.—(1) On 1st April next after the date on which the new special roads and trunk roads are all open–

(a) for use as special roads; or

(b) (in the case of the new lengths of trunk road which are not a special road), for the purposes of through traffic,

the length of road along the route described in Schedule 2 shall cease to be trunk road and Aberdeenshire Council(**g**) shall become the roads authority for that length of road and shall enter that length of road in their list of public roads.

(2) In paragraph (1) "the new special roads and trunk roads" has the same meaning as in article 2(2).

A. C. McLaughlin
A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF
11th March 2010

(**a**) A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c.39). Aberdeen Council changed the name of their area from "Aberdeen" to "Aberdeen City" by resolution under section 23(1) of the Local Government (Scotland) Act 1973 (c.65) on 9th May 1995.
(**b**) S.S.I. 2010/83.
(**c**) S.S.I. 2010/81.
(**d**) S.S.I. 2010/80.
(**e**) S.S.I. 2010/84.
(**f**) S.S.I. 2010/82.
(**g**) A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c.39).

SCHEDULE 1

Article 2

ROAD CEASING TO BE A TRUNK ROAD – ABERDEEN

INTERPRETATION

In this Schedule—

"the existing A90 Trunk Road" means the existing A90/M90 Inverkeithing - Fraserburgh Trunk Road between Charleston and Blackdog including all lay-bys and bus lay-bys;

"the existing R1 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Holburn Street, Aberdeen and the existing Garthdee Road, Aberdeen shown marked "R1" on plan DT2 in the plan folio;

"the existing R2 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Broomhill Road, Aberdeen shown marked "R2" on plan DT2 in the plan folio;

"the existing R3 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Seafield Road, Aberdeen and the existing Cromwell Road, Aberdeen shown marked "R3" on plan DT2 in the plan folio;

"the existing R4 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Queen's Road, Aberdeen shown marked "R4" on plan DT2 in the plan folio;

"the existing R5 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing King's Gate, Aberdeen shown marked "R5" on plan DT2 in the plan folio;

"the existing R6 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Provost Fraser Drive, Aberdeen and the existing Cairncry Road, Aberdeen shown marked "R6" on plan DT2 in the plan folio;

"the existing R7 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Provost Rust Drive, Aberdeen and the existing A9012 Rosehill Drive, Aberdeen shown marked "R7" on plan DT2 in the plan folio;

"the existing R8 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing A96 Aberdeen – Inverness Trunk Road shown marked "R8" on plan DT2 in the plan folio;

"the existing R9 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Mugiemoss Road, Aberdeen shown marked "R9" on plan DT2 in the plan folio;

"the existing R10 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Laurel Drive, Aberdeen shown marked "R10" on plan DT2 in the plan folio;

"the existing R11 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Whitestripes Avenue, Bridge of Don, Aberdeen and the existing Fairview Street, Daneston, Aberdeen shown marked "R11" on plan DT3 in the plan folio;

"the existing R12 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing Scotstown Road, Bridge of Don, Aberdeen shown marked "R12" on plan DT3 in the plan folio;

"the existing R13 roundabout" means the existing roundabout at the junction of the existing A90 Trunk Road and the existing A956 Ellon Road, Bridge of Don, Aberdeen and the existing Parkway East, Aberdeen shown marked "R13" on plan DT3 in the plan folio;

"the plan folio" means the plan folio numbered RYC/G109/13/0721 and entitled "The A90 (Charleston to Blackdog) Detrunking Order 2010", signed with reference to this Order and

deposited at the offices of Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF;

"point 1" means the centre of the existing Bridge of Dee South roundabout, Aberdeen at the junction of the existing A90 Trunk Road and the existing B9077 Leggart Terrace, Aberdeen and the existing B9077 Great Southern Road, Aberdeen shown marked "point 1" on plan DT1 and on plan DT2 in the plan folio;

"point 2" means the centre of the existing R10 roundabout, shown marked "point 2" on plan DT2 and on plan DT3 in the plan folio; and

"point 3" means the centre of the existing Mill of Mundurno roundabout, Aberdeen at the junction of the existing A90 Trunk Road and the existing B999 Aberdeen – Tarves Road shown marked "point 3" on plan DT3 and on plan DT4 in the plan folio.

LENGTHS OF ROAD CEASING TO BE A TRUNK ROAD

1. That length of the existing A90 Trunk Road from a point 3.47 kilometres or thereby south of point 1 in a generally northerly then north, north-easterly direction for a distance of 3.58 kilometres or thereby including the existing Bridge of Dee South roundabout, Aberdeen to a point 25 metres or thereby north-west of point 1 as shown by black and white hatching between the points marked "point A" and "point B" on plan DT1 in the plan folio.

2. That length of the existing A90 Trunk Road from a point 25 metres or thereby north-west of point 1 in a generally west, north-westerly direction for a distance of 355 metres or thereby including the existing R1 roundabout to a point 370 metres or thereby west, north-west of point 1 as shown by black and white hatching between the points marked "point B" and "point C" on plan DT2 in the plan folio.

3. That length of the existing A90 Trunk Road from a point 370 metres or thereby west, north-west of point 1 in a generally northerly then north-westerly direction for a distance of 685 metres or thereby including the existing R2 roundabout to a point 990 metres or thereby north, north-west of point 1 as shown by black and white hatching between the points marked "point C" and "point D" on plan DT2 in the plan folio.

4. That length of the existing A90 Trunk Road from a point 990 metres or thereby north, north-west of point 1 in a generally north-westerly direction for a distance of 1.11 kilometres or thereby including the existing R3 roundabout to a point 2.09 kilometres or thereby north-west of point 1 as shown by black and white hatching between the points marked "point D" and "point E" on plan DT2 in the plan folio.

5. That length of the existing A90 Trunk Road from a point 2.09 kilometres or thereby north-west of point 1 in a generally north, north-westerly direction for a distance of 415 metres or thereby including the existing R4 roundabout to a point 2.50 kilometres or thereby north-west of point 1 as shown by black and white hatching between the points marked "point E" and "point F" on plan DT2 in the plan folio.

6. That length of the existing A90 Trunk Road from a point 2.50 kilometres or thereby north-west of point 1 in a generally north, north-westerly then westerly then north, north-westerly direction for a distance of 800 metres or thereby including the existing R5 roundabout to a point 3.24 kilometres or thereby north-west of point 1 as shown by black and white hatching between the points marked "point F" and "point G" on plan DT2 in the plan folio.

7. That length of the existing A90 Trunk Road from a point 3.24 kilometres or thereby north-west of point 1 in a generally northerly then north-easterly direction for a distance of 1.84 kilometres or thereby including the existing R6 roundabout to a point 2.08 kilometres or thereby south of point 2 as shown by black and white hatching between the points marked "point G" and "point H" on plan DT2 in the plan folio.

8. That length of the existing A90 Trunk Road from a point 2.08 kilometres or thereby south of point 2 in a generally north, north-easterly direction for a distance of 545 metres or thereby including the existing R7 roundabout to a point 1.74 kilometres or thereby south, south-east of

point 2 as shown by black and white hatching between the points marked “point H” and “point I” on plan DT2 in the plan folio.

9. That length of the existing A90 Trunk Road from a point 1.74 kilometres or thereby south, south-east of point 2 in a generally northerly then north, north-westerly direction for a distance of 1.01 kilometres or thereby including the existing R8 roundabout to a point 760 metres or thereby south, south-east of point 2 as shown by black and white hatching between the points marked “point I” and “point J” on plan DT2 in the plan folio.

10. That length of the existing A90 Trunk Road from a point 760 metres or thereby south, south-east of point 2 in a generally northerly then westerly then west, north-westerly direction for a distance of 550 metres or thereby including the existing R9 roundabout to a point 390 metres or thereby south of point 2 as shown by black and white hatching between the points marked “point J” and “point K” on plan DT2 in the plan folio.

11. That length of the existing A90 Trunk Road from a point 390 metres or thereby south of point 2 in a generally northerly direction for a distance of 410 metres or thereby including the existing R10 roundabout to a point 20 metres or thereby north-east of point 2 as shown by black and white hatching between the points marked “point K” and “point L” on plan DT2 in the plan folio.

12. That length of the existing A90 Trunk Road from a point 20 metres or thereby north-east of point 2 in a generally north, north-easterly then east, north-easterly then easterly direction for a distance of 1.73 kilometres or thereby including the existing R11 roundabout to a point 1.50 kilometres or thereby east, north-east of point 2 as shown by black and white hatching between the points marked “point L” and “point M” on plan DT3 in the plan folio.

13. That length of the existing A90 Trunk Road from a point 1.50 kilometres or thereby east, north-east of point 2 in a generally easterly then east, north-easterly direction for a distance of 1.57 kilometres or thereby including the existing R12 roundabout to a point 1.70 kilometres or thereby south, south-west of point 3 as shown by black and white hatching between the points marked “point M” and “point N” on plan DT3 in the plan folio.

14. That length of the existing A90 Trunk Road from a point 1.70 kilometres or thereby south, south-west of point 3 in a generally east, north-easterly then easterly then east south-easterly direction for a distance of 1.03 kilometres or thereby including the existing R13 roundabout to a point 1.62 kilometres or thereby south of point 3 as shown by black and white hatching between the points marked “point N” and “point O” on plan DT3 in the plan folio.

15. That length of the existing A90 Trunk Road from a point 1.62 kilometres or thereby south of point 3 in a generally northerly then north, north-westerly then northerly direction for a distance of 1.67 kilometres or thereby including the existing Mill of Mundurno roundabout, Aberdeen to a point 30 metres or thereby north, north-east of point 3 as shown by black and white hatching between the points marked “point O” and “point P” on plan DT3 in the plan folio.

16. That length of the existing A90 Trunk Road from a point 30 metres or thereby north, north-east of point 3 in a generally north, north-easterly then northerly direction for a distance of 1.98 kilometres or thereby to a point 1.96 kilometres or thereby north, north-east of point 3 as shown by black and white hatching between the points marked “point P” and “point Q” on plan DT4 in the plan folio.

SCHEDULE 2

Article 3

ROAD CEASING TO BE A TRUNK ROAD – ABERDEENSHIRE

INTERPRETATION

In this Schedule—

"the existing A90 Trunk Road", "the plan folio" and "point 3" have the same meaning as they have in Schedule 1; and

"point 4" means the existing council boundary between Aberdeen City Council and Aberdeenshire Council where it crosses the existing A90 Trunk Road shown marked "point 4" on plan DT4 in the plan folio.

LENGTH OF ROAD CEASING TO BE A TRUNK ROAD

That length of the existing A90 Trunk Road from a point 1.96 kilometres or thereby north, north-east of point 3 in a generally north, north-easterly direction for a distance of 1.12 kilometres or thereby to a point 1.12 kilometres or thereby north, north-east of point 4 as shown by black and white hatching between the points marked "point Q" and "point R" on plan DT4 in the plan folio.