

**2017 No. 128**

**ROAD TRAFFIC**

**The M9/A90/M90 Trunk Road (Kirkliston to Halbeath)  
(Variable Speed Limits and Actively Managed Hard Shoulder)  
Amendment Regulations 2017**

<i>Made</i> - - - -	<i>25th April 2017</i>
<i>Laid before the Scottish Parliament</i>	<i>27th April 2017</i>
<i>Coming into force</i> - -	<i>26th May 2017</i>

The Scottish Ministers make the following Regulations in exercise of the powers conferred by section 17(2), (3) and (3ZA) of the Road Traffic Regulation Act 1984(a) and all other powers enabling them to do so.

In accordance with section 134(8)(b) of that Act they have consulted with such representative organisations as they think fit.

**Citation and commencement**

1. These Regulations may be cited as the M9/A90/M90 Trunk Road (Kirkliston to Halbeath) (Variable Speed Limits and Actively Managed Hard Shoulder) Amendment Regulations 2017 and come into force on 26th May 2017.

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(a) 1984 c.27. Section 17(2) is amended by the New Roads and Street Works Act 1991 (c.22), schedule 8, paragraph 28, by the Road Traffic Act 1991 (c.40), schedule 4, paragraph 25 and schedule 8, paragraph 1, by the National Parks (Scotland) Act 2000 (asp 10), schedule 5, paragraph 11 and by the Scotland Act 2012 (c.11), section 21(3). Section 17(3ZA) was inserted by the Scotland Act 2012, section 21(4).

(b) Section 134(8) was inserted by the Scotland Act 2016 (c.11) schedule 2, paragraph 12(5).

**Amendment of the M9/A90/M90 Trunk Road (Kirkliston to Halbeath) (Variable Speed Limits and Actively Managed Hard Shoulder) Regulations 2012**

2. In the schedule of the M9/A90/M90 Trunk Road (Kirkliston to Halbeath) (Variable Speed Limits and Actively Managed Hard Shoulder) Regulations 2012(a) for paragraph 2 substitute—

“2. The northbound carriageway from the point where the northbound on-slip merges with the northbound carriageway at Junction 1 Admiralty Interchange to a point 1380 metres or thereby north of the point where the northbound on-slip merges with the northbound carriageway at Junction 2 Masterton Interchange.”.

*KEITH BROWN*

A member of the Scottish Government

St Andrew's House,  
Edinburgh  
25th April 2017

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(a) S.S.I. 2012/147.

## **EXPLANATORY NOTE**

*(This note is not part of the Regulations )*

These Regulations amend the M9/A90/M90 Trunk Road (Kirkliston to Halbeath) (Variable Speed Limits and Actively Managed Hard Shoulder) Regulations 2012 which, among other matters, make provision for variable speed limits on various sections of the road known as the M9/A90/M90 Edinburgh to Fraserburgh Trunk Road from Kirkliston at Humble Rail Bridge to Halbeath (“the relevant road”).

Regulation 2 increases, by 1280 metres or thereby, the length of the northbound carriageway of the relevant road at Junction 1 Admiralty Interchange over which variable speed limits may be operated.

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