

**2011 No. 240**

**ROAD TRAFFIC**

**The A92 Trunk Road (Station Brae and Inverdovat Junctions)  
(Prohibition of Specified Turns) Order 2011**

*Made*  
*Coming into force*

*23rd March 2011*  
*5th April 2011*

The Scottish Ministers make the following order in exercise of the powers conferred by sections 1(1), 2(1), 2(2) and 124(1)(d) of the Road Traffic Regulation Act 1984 (a) and of all other powers enabling them to do so.

In accordance with section 1(1) of that Act, they consider it expedient to do so for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

They have complied with part II of the Secretary of State's Traffic Orders (Procedure) (Scotland) Regulations 1987(b).

**Citation and commencement**

1. This Order may be cited as the A92 Trunk Road (Station Brae and Inverdovat Junctions) (Prohibition of Specified Turns) Order 2011 and comes into force on 5th April 2011

**Prohibition of use of vehicles**

2. Subject to articles 3 and 4 of this Order, no person shall use, or cause or permit the use of, any vehicle on the lengths of road specified in Part 1 of the Schedule so as to make any turns specified in Part 2 of the Schedule.

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(a)1984 c.27; sections 1 and 2 were amended by the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraphs 17 and 18 respectively. Section 1 was further amended by the Environment Act 1995 section 168(1) (c.25), section 120 and Schedule 22, paragraph 36(1), and by the Transport (Scotland) Act 2001 (asp 2), Schedule 2, paragraph 3. 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 (c.22), Schedule 8, paragraph 70 and amended by the Scotland Act 1998 (Consequential Modifications) Order 2001 (S.I. 2001/1400)) as read with section 151(1) of the Roads (Scotland) Act 1984 (c.54). The functions of the Secretary of State were transferred to the Scottish Ministers by section 53 of the Scotland Act 1998 (c.46).

(b)S.I. 1987/2244.

### **Direction of Police Constable**

3. No provision of this Order shall apply to anything done with the permission or upon the direction of a police constable in uniform.

### **Exemption for emergency vehicles**

4. No provision of this Order shall apply to a vehicle while being used in an emergency for fire brigade, ambulance or police purposes.

### **Revocation of Previous Order**

5. The following Order is revoked:

The Fife Regional Council (A92 Tay Road Bridge Approach Road and Side Roads) (Prohibition of Right Hand Turns and “U” Turns) Order 1989.

*G EDMOND*

A member of the staff of the Scottish Ministers

Transport Scotland  
Buchanan House  
58 Port Dundas Street  
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G4 0HF  
23rd March 2011

SCHEDULE

PART 1

1. That length of the A92/A972 Kirkcaldy – Dundee Trunk Road from a point 18 metres or thereby north of the Station Brae junction with the A92 Trunk Road to a point 18 metres or thereby south of the Station Brae junction with the A92 Trunk Road, a distance of 36 metres or thereby.
2. That length of the A92/A972 Kirkcaldy – Dundee Trunk Road from a point 15 metres or thereby north of the Q1 junction with the A92 Trunk Road to a point 20 metres or thereby south of the Q1 junction with the A92 Trunk Road, a distance of 35 metres or thereby.

PART 2

- (i) All right turns from the northbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule into the field access opposite the Station Brae junction.
- (ii) All right turns from the field access opposite the Station Brae Junction onto the northbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule.
- (iii) All right turns from the southbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule into the Station Brae junction.
- (iv) All right turns from the Station Brae junction onto the southbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule.
- (v) All U turns from the northbound carriageway at the Station Brae Junction onto the southbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule.
- (vi) All U turns from the southbound carriageway at the Station Brae Junction onto the northbound carriageway of that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule.
- (vii) All manoeuvres from the field access opposite the Station Brae junction crossing that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule to the Station Brae junction.
- (viii) All manoeuvres from the Station Brae junction crossing that length of the A92 Trunk Road described at number 1 of Part 1 of this Schedule to the field access opposite the Station Brae junction.

(ix) All right turns from the northbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule into the Q1 junction leading to Inverdovat.

(x) All right turns from the southbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule into the Q1 junction leading to Cupar Road.

(xi) All right turns from the Q1 junction leading to Inverdovat, onto the northbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule.

(xii) All right turns from the Q1 junction leading to Cupar Road, onto the southbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule.

(xiii) All U turns from the northbound carriageway at the Q1 Junction leading to Cupar Road onto the southbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule.

(xiv) All U turns from the southbound carriageway at the Q1 Junction leading to Inverdovat onto the northbound carriageway of that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule.

(xv) All manoeuvres from the Q1 junction leading to Inverdovat opposite the Q1 junction leading to Cupar Road crossing that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule to the Q1 junction leading to Cupar Road.

(xvi) All manoeuvres from the Q1 junction leading to Cupar Road opposite the Q1 junction leading to Inverdovat crossing that length of the A92 Trunk Road described at number 2 of Part 1 of this Schedule to the Q1 junction leading to Inverdovat.