TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

transport.gov.scot

Environmental Impact Assessment Record of Determination

A75 New Moneypool Bridge Expansion Joint Replacement

Contents

Project Details

Description

The scheme is located on the A75 at New Moneypool overbridge, within a rural coastal area of Dumfries and Galloway. The structure at this location has been identified as having defective bridge deck expansion joints, which are required to be replaced. The scheme lies directly above the Cree Estuary Site of Special Scientific Interest (SSSI); however, all work will be confined to the A75 bridge deck.

The scheme will require the following construction activities:

- Excavation and removal of defective expansion joints;
- Preparation of the bridge deck to receive new joints; and
- Installation of new bridge expansion joints.

The scheme will require the following plant/machinery:

- Pneumatic hammer;
- Wire brush;
- Asphaltic plug joint material;
- Compressed air lance;
- Hot lance;
- Mixing drum;
- Float;
- Boiler; and
- Pecker (dependent upon depths).

The works are currently expected to commence 14th August 2023 and will last for approximately seven nightshifts.

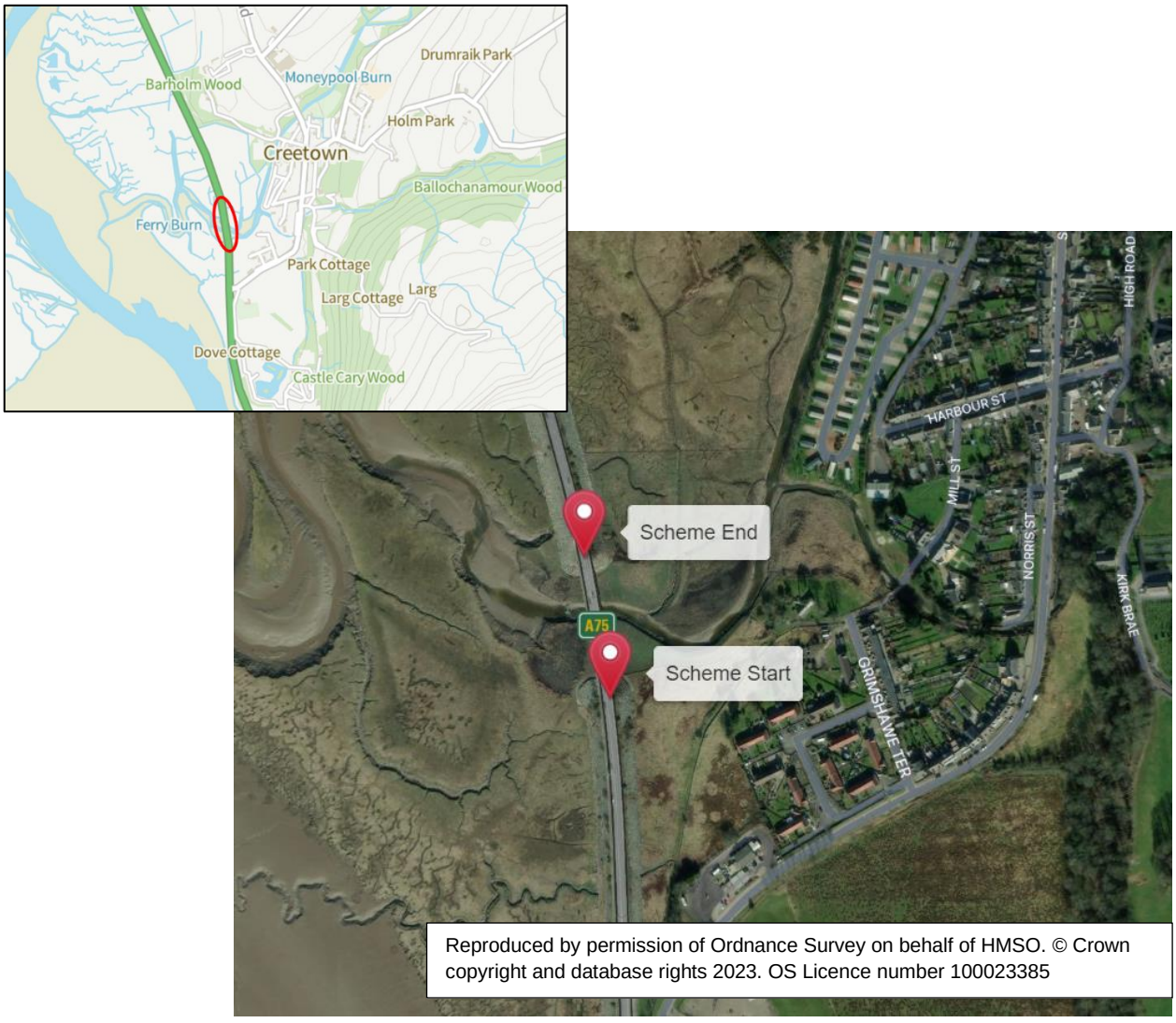
Traffic management (TM) will be required during the entirety of the construction activities. This will consist of lane closures along the A75 carriageway with temporary traffic lights in place.

Location

The scheme lies on the A75 at New Moneypool overbridge within a rural coastal area of Dumfries and Galloway Council. The start/end National Grid Reference (NGR) co-ordinates are detailed below and illustrated in Figure 1.

Start: 247168, 558423

End: 247152, 558536



Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database rights 2023. OS Licence number 100023385

Description of local environment

Air quality

The works are located along a rural coastal area of Dumfries and Galloway, primarily surrounded by road space and grassland as part of the wider Cree estuary. There are numerous residential properties located within 200m of the scheme, all of which lie to the east within Creetown. The nearest residential properties lie on Louden Place approximately 130m to the south east. Creetown caravan park additionally lies approx. 180m north east.

The scheme location does not fall within an Air Quality Management Area (AQMA) declared by Dumfries and Galloway Council.

The Annual Average Daily Flow (AADF) in 2021 for the A75 carriageway south of the site is 4254 vehicles, with 21% of these being Heavy Goods Vehicles (HGVs).

Cultural heritage

A desktop study using Pastmap has identified the following features of cultural heritage within 300m of the works:

- Creetown Conservation Area, approx. 210m to the east of the works.

The works will be restricted to the existing A75 carriageway and will have no impact on the conservation area. All works will be located within the existing carriageway boundary and will not impact any areas of land that have not previously been subjected to engineering activity.

As such, the impact on cultural heritage has been assessed as being ‘no change’ and has been scoped out of requiring further assessment.

Landscape and visual effects

A desktop study using NatureScot Sitelink and Pastmap online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

Historic Environment Scotland's HLAMap has highlighted the surrounding landscape to be rural in nature with the following historic land uses:

- Urban area;
- Rough grazing;
- Managed woodland;
- Cultivated former parkland;
- Recreation area; and
- Designed landscape.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape. Views of, and from, the road will be temporarily affected during construction due to the presence of works, TM and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are predicted.

As such, impact to local landscape has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Biodiversity

The scheme is located in a rural coastal area of Dumfries and Galloway.

A desktop study using NatureScot Sitelink indicates that there are no European designated sites located within 2km of the scheme extents or Special Areas of Conservation (SAC) within 30km which are designated for bat species. The A75 within the scheme extents spans the Cree Estuary SSSI. The SSSI is a large intertidal area receiving freshwater from the Rivers Cree and Bladnoch and a number of smaller streams. Within the site, there are areas dominated by both mud and sandy sediments and significant areas of saltmarsh, known locally as merse.

The scheme is also located within Wigton Bay Local Nature Reserve (LCNR) (8141).

Amey's Invasive Non-native Species (INNS) Database has not identified any invasive plant growths within the scheme extent.

Geology and soils

The National Soil Map of Scotland has identified the surrounding local soil types as noncalcareous gleys and alluvial soils.

A desktop study using the British Geological Survey Map identifies the local geology types as the following:

Bedrock Geology

- Gala Unit 6 - Wacke. Sedimentary bedrock formed between 440.8 and 438.5 million years ago during the Silurian period.

Superficial Deposits

- Marine Beach Deposits - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 2.588 million years ago and the present during the Quaternary period.

A desktop study using NatureScot Sitelink has identified that the scheme is located within Cree, Dumfriesshire Geological Conservation Review Site (GCRS) (9500).

Material assets and waste

Table 1.1 Key materials required for scheme

Activity	Material Required	Origin/ Content
Site Construction	• Bridge expansion joints and resin; • Fuel (to power plant and machinery). • Bituminous surfacing materials (TS2010, EME2 binder/base).	• Potential for expansion joints to be sourced from recycled material. • Fuel to be sourced from primary sources. A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course.

Table 1.2 Key waste created by scheme

Activity	Waste Arising	Disposal/Regulation
Site Construction	Old bridge expansion joints. Planings.	Material from expansion joints should be recycled and reused in future schemes where possible. All road planings generated as a result of the works will be recovered in accordance with the criteria stipulated within the Scottish

Activity	Waste Arising	Disposal/Regulation
		Environment Protection Agency's document Guidance on the Production of Fully Recoverable Asphalt Road Planings.

Noise and vibration

The works are located on a rural coastal stretch of the A75 carriageway to the west of Creetown, Dumfries and Galloway. The works are surrounded primarily by grassland. There are numerous residential properties located within 300m of the scheme extents, all of which lie to the east of the works within Creetown. The nearest residential properties lie on Louden Place approximately 130m to the south east. Creetown caravan park additionally lies approx. 180m north east. The works are screened slightly from these properties by sporadic vegetation within the surrounding grassland.

Baseline noise levels are likely primarily influenced by vehicle traffic from the carriageway, with secondary sources including activity from nearby urban and agricultural activities.

Scotland's Noise Map does not have any noise data for the A75 at Creetown where the works are to be undertaken. The closest point with noise data is the A75 at Newton Stewart (approx. 8km north) which has noise levels (Lden) ranging from 65-<75dB during daytime hours, and range between 55-<65dB during night-time hours. It can be assumed that noise levels on the A75 at Creetown are the same as those on the A75 at Newton Stewart as they are part of the same road.

The AADF in 2021 for the A75 carriageway south of the site is 4254 vehicles, with 21% of these being HGVs.

The works do not fall within a Candidate Noise Management Areas (CNMA) as defined by the Transportation Noise Action Plan, Road Maps.

Population and human health

The works are located on the A75 in a rural coastal area of Dumfries and Galloway. There are numerous residential properties located within 500m of the scheme extents, all of which lie to the east of the works within Creetown. The nearest residential properties lie on Louden Place approximately 130m to the south east. There are no access routes located directly within the scheme extents.

Commercial and community receptors within 300m of the scheme include:

- Creetown service station; approx. 180m south east;
- Creetown caravan park; approx. 180m north east; and
- Creetown football club; approx. 300m south east.

There is no development land located within 300m of the scheme.

There is one Walker, Cyclist and Horse Rider (WCH) route located within 500m of the scheme. This is the Balloch Wood route which runs approximately 330m to the east of the works along St John Street at its closest point.

There are no bus stops located within the scheme extents.

Road drainage and the water environment

A desktop study using the SEPA's Water Classification Hub has identified that the following watercourses flow within 300m of the scheme:

- Ferry Burn: This watercourse flows directly below the A75 within the scheme extents. The burn is classed as part of the Bladnoch and Cree Estuary (Outer) (ID: ID: 200323). This is a transitional waterbody which lies directly below the scheme. It has an overall Water Framework Directive (WFD) status of good.
- Balloch Burn/Englishman's Burn (ID: 10537): This watercourse flows approximately 220m to the east of the scheme. It has an overall WFD classification of good.

There are no other watercourses within 300m of the scheme extents.

The following groundwater bodies lie below the works within 300m;

- Cree Valley and Wigton Coastal (ID: 150789): Overall WFD status of good.
- Galloway (ID: 150694): Overall WFD status of good.

SEPA's Indicative River & Coastal Flood Map has highlighted that there is a high risk of river and coastal flooding along the A75 within the scheme extents. There is also a high risk of surface water flooding within the scheme extents. A high risk equates to a 10% chance of flooding occurring every year.

Road drainage is provided by a combination of side and top entry gullies.

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases (GHG) by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

<u>Monitoring, Management and Opportunities</u>

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- Construction activities such as excavations for the new expansion joints carry the potential to produce airborne particulate matter in the form of dust, which could lead to a temporary decrease in local air quality.
- Emissions from construction plant and machinery also have the potential to contribute to a temporary decrease in local air quality.
- TM has the potential to result in congestion on the A75 which could result in a temporary decrease in local air quality.

Mitigation

- All works will operate in accordance with current best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the IAQM, which includes the following mitigation relevant to this scheme:
  - When not in use plant and vehicles will be switched off; there will be no idling vehicles.
  - All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
  - Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
  - Planing operations and any other dust generating activities (e.g. cutting) will be wetted to reduce dust arising.
  - Surfaces will be swept where loose material remains following construction activities.
  - Lorries will be sheeted when carrying dry materials.

Providing all works operate in accordance with current best practice, the residual impact for air is considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to local air quality.

Biodiversity

Impacts

- Due to the rural surrounding, it is possible that protected species will be active in the works area which could be temporarily disturbed by the work due to increased noise and the presence of operatives.
- Lighting is not present throughout the scheme extents. As such, the addition of temporary site lighting for the works has the potential to affect the foraging or commuting routes of nocturnal protected species which may be active in the surrounding area.
- The list of operations requiring consent for the Cree Estuary SSSI has been checked and no consent is required for the works.

Mitigation

- If a protected species is seen on or near the scheme, all works will stop until the animal passes by. The animal will not be approached and the area will be temporarily isolated (if possible) until the animal has moved on.
- The E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- Amey's environmental briefings on protected species will be delivered to operatives prior to the start of construction.
- When in use, any artificial lighting will be pointed and directed at the area of works as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. surrounding grassland and watercourse).
- All construction work, including the storage of materials and plant/machinery, will remain within the highway boundary. No construction work or material storage is permitted in the Cree Estuary below.
- Pollution prevention measures as detailed within the Road Drainage and the Water Environment section will be strictly followed in order to ensure no adverse impacts on the estuary below.
- Noise mitigation as detailed in the Noise and Vibration section will be strictly followed.

On the condition that best practice is adhered to, residual impact to local biodiversity is considered no change as a result of the works.

It has been determined that the proposed project will not have direct or indirect significant effects to biodiversity.

Geology and Soils

Impacts

- Works such as excavation, removal of soil and use of material (e.g. concrete, paving) will result in soil and possibly geological disturbance, which can create adverse conditions, including erosion and polluted soils.
- The works are unlikely to impact the Cree, Dumfriesshire Geological Conservation Review Site (GCRS) (9500) as no excavation works are required.

Mitigation

- If any unusual odours or soil colourations are identified during the works, the works will cease and the Amey E&S team will be notified.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers. Any fuel, oil and other chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.
- No unnecessary storage of materials or parking of vehicles on soft ground or grassy areas, as this may destroy the soil structure and damage grass. Hardstanding will be provided.
- Excavation of soils will be kept to a minimum and only where necessary, with any excavated soils being re-used on site as far as reasonably practicable.

On the condition that best practice is adhered to, residual impact to geology and soils is considered no change as a result of the works.

It has been determined that the proposed project will not have direct or indirect significant effects to geology and soils.

Material assets and waste

Impacts

- The works may result in contribution to resource depletion through use of virgin materials.
- Greenhouse gas (GHG) emissions will be generated by material production and transporting to and from site.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- All waste will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Old bridge expansion joints will be recycled where possible.
- Any road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'

Temporary impact during construction is considered negligible adverse, with residual impact considered no change.

It has been determined that the proposed project will not have direct or indirect significant effects to the consumption of material assets or creation of waste.

Noise and vibration

Impacts

- Works will be undertaken during night-time programming. As such, any residential properties within 300m may experience temporary disturbance due to an increase in noise and vibration levels. The air lance and pneumatic hammer are particularly noisy plant and noise levels can reach approximately 85dB.

Mitigation

- Due to the planned night works, Dumfries and Galloway Council has been notified of the works by the Environment & Sustainability Team. Any mitigation recommendations from the Council will be incorporated into the works.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Operatives will avoid extraneous noise on site (i.e. shouting, music, slamming of doors etc.)
- The noisiest works using the pneumatic hammer and compressed air lance will be scheduled for before 23:00, where practicable. The tool section of the hammer will be dampened down to eliminate noise nuisance from excessive ringing. The air lance will be inspected before the works and any maintenance undertaken (e.g any leaks in the air line will be sealed).

- Operatives will be briefed with the Noise and Vibration toolbox talk before starting works.
- Soft start techniques will be employed on site to minimise noise disruption.

Provided that best practice measures are followed, it is predicted that residual impact from noise will be no change during operation, with a temporary minor adverse impact predicted during construction.

It has been determined that the proposed project will not have direct or indirect significant effects to local noise and vibration.

Population and human health

Impacts

- The use of plant and machinery and construction activities such as excavation works will lead to temporary increases in noise and vibration and may also lead to a temporary reduction in local air quality. Given the minor duration of the works, adverse impacts on human health are not anticipated.
- TM will result in temporary delays for road users and local residents using the A75. No access disruption to any residential, commercial or community receptor is anticipated.
- There are no impacts anticipated for the Walker, Cyclist and Horse Rider (WCH) route to the east of the scheme.
- Access to residential properties will not be impacted by the works.

Mitigation

- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary TM arrangements/restrictions.
- All residential properties within 300m of the scheme will be notified of the proposed works and the works programme.
- When in place, TM will be monitored to ensure it is effectively managing traffic flow.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works and away from residential areas.

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and runoff from the works could enter the surrounding watercourses. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the water environment.
- The scheme lies directly above the Cree Estuary SSSI. Any spills, leaks or debris could adversely impact the quality of this site if not controlled.

Mitigation

- The proposed scheme will take place entirely on the A75 New Moneypool overbridge. No works will be required within the estuary below. Should the scope of works change, the E&S team will be notified to allow for further assessment.
- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site both during and following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted frequently, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- All operatives working on site will be informed of the location of the Cree Estuary SSSI prior to works commencing.
- All storage of materials/fuel and any refuelling activities (if required) will be more than 10m away from watercourses and surface water drainage at all times.
- Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.

- All fuels will be returned to storage area after use.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity.
- Bunds will be provided around bulk storage to a capacity of 110% of the stored fuel/oil.
- All operatives will be briefed on the Guidance for Pollution Prevention (GPP) documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22).
- All construction works, including the storage of materials, will remain within the highway boundary. No works or storage of materials will be permitted within the boundary of the Cree Estuary.

Providing all works operate in accordance with site control measures and SEPA's GPP, the residual impact for water is considered neutral.

It has been determined that the proposed project will not have direct or indirect significant effects to the water environment.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the bridge expansion joints, there will be no change in vulnerability of the road to risk, or severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The Scottish Road Works Commissioner's Interactive Map does not highlight any other works in the area at the time of construction.

Dumfries and Galloway's Planning Portal does not highlight any proposed developments or planning applications on the A75 carriageway within proximity to the scheme.

Amey's current programme of works has not highlighted any other works on the A75 that will be undertaken in conjunction with the scheme.

No other nearby schemes which may result in a combined effect on nearby receptors have been identified.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed no change and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in June 2023.

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A (16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road which lies directly above a sensitive site (Cree Estuary SSSI).

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the existing carriageway (no works are required on the underside of the bridge or within the estuary below).
- As the works will be limited to the like-for-like replacement of the bridge expansion joints, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- No significant residual effects are anticipated. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.

Location of the scheme:

- The scheme will be confined to the existing carriageway boundary and as a result will not require any land take and will not alter any local land uses.
- The A75 within the scheme extents spans the Cree Estuary SSSI, however no impacts are anticipated.
- The scheme is also located within Wigton Bay Local Nature Reserve (LCNR) (8141), however no impacts are anticipated.
- The scheme is located within Cree, Dumfriesshire Geological Conservation Review Site (GCRS) (9500), however no impacts are anticipated.

Characteristics of potential impacts of the scheme:

- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition of the bridge.

  At end of life, components can be recycled, reducing waste to landfill.

Annex A

"sensitive area" means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

© Crown copyright 2023

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit http://www.nationalarchives.gov.uk/doc/open-government-licence or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document / publication should be sent to us at info@transport.gov.scot

This document is also available on the Transport Scotland website: www.transport.gov.scot

Published by Transport Scotland, August 2023

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot