



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A92 Parbroath Crossroads to Old Overbridge

Contents

Project Details	4
Description.....	4
Location	5
Description of local environment.....	6
Air quality	6
Cultural heritage	6
Landscape and visual effects	6
Biodiversity	7
Geology and soils	7
Material assets and waste	8
Noise and vibration	9
Population and human health	10
Road drainage and the water environment.....	10
Climate	11
Description of main environmental impacts and proposed mitigation	13
Air quality.....	13
Impacts.....	13
Mitigation.....	13
Biodiversity	14
Impacts.....	14
Mitigation.....	14
Material assets and waste	14
Impacts.....	14
Mitigation.....	15
Noise and vibration	15
Impacts.....	15
Mitigation.....	15
Population and human health	16
Impacts.....	16
Mitigation.....	16
Road drainage and the water environment.....	17
Climate	18

Vulnerability of the project to risks	18
Assessment cumulative effects.....	18
Assessments of the environmental effects	20
Statement of case in support of a Determination that a statutory EIA is not required.....	20
Annex A.....	22

Project Details

Description

The works are required to maintain the safety and integrity of the A92 carriageway between Glenrothes and Dundee near Luthrie, Fife. This section of carriageway is currently exhibiting various areas of cracking, crazing and potholes, as well as wear and tear of road markings, missing road studs, channels and edgings.

The works will involve carriageway resurfacing utilising TS2010 surface course to varying depths dependent on condition, ranging from 40mm to 100mm across the length of the scheme.

The proposed construction activities for resurfacing will involve the following:

- Installation of Traffic Management (TM);
- Milling of existing bituminous material by road planer;
- Hand-held jackhammer and compressor for breaking up surfaces not accessible by planer;
- Loader/excavator used to collect and move excess material;
- Base/binder material laid and compressed (where required);
- New bituminous material laid by a paver;
- Material compacted using a heavy roller;
- Mechanical sweeper to collect loose material;
- Heavy Goods Vehicle (HGV) for removal and replacement of material; and
- Road markings replaced using an extrusion tool.

Materials Required for works are:

- TS2010 surface course;
- AC32 base;
- AC20 binder;
- Bitumen;
- Road paint; and
- Road studs.

The total area of works is approximately 14,000m² (1.4ha) across both sides of the single lane carriageway.

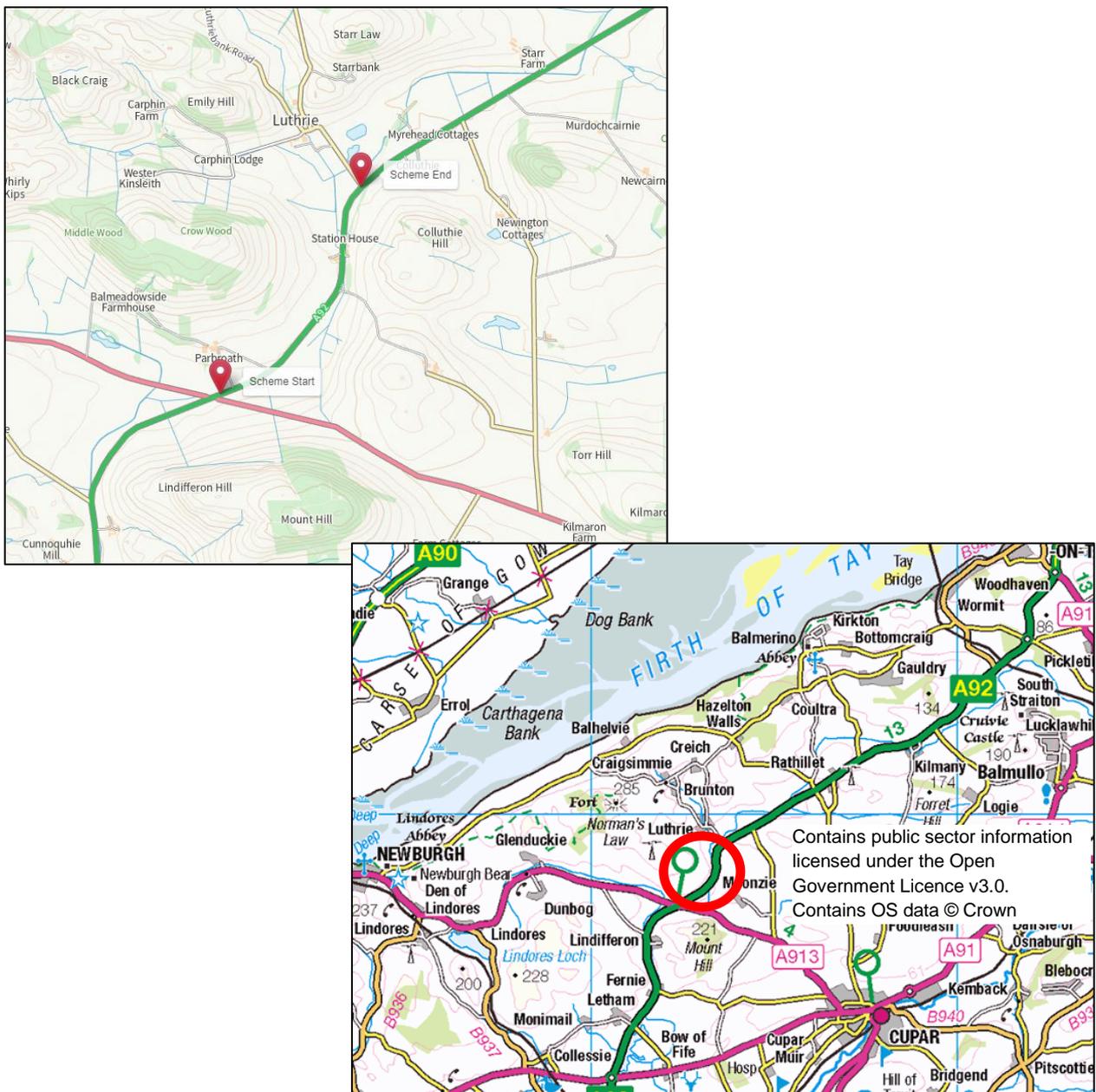
The proposed construction is programmed to be completed within the 2023/2024 financial year (April 2023 to March 2024). The works are expected to last 10 days and overnight working will be required.

TM to be utilised in the form of night-time contraflow.

Location

The works are located on the A92 carriageway Between Glenrothes and Dundee near the Luthrie turn off, Fife, over a length of 2.1km with an approximate area of 14,000m². The National Grid References (NGRs) for the scheme are detailed below and illustrated in Figure 1:

- Scheme Start: NO 32435 17473
- Scheme End: NO 33535 19105



Description of local environment

Air quality

The works are located within the rural setting of Fife, between Glenrothes and Dundee, surrounded mostly by areas of agricultural land with small areas of residential.

There are approximately 17 residential properties within 300m of the works, with the closest property (Burnside Cottage) situated 5m from the A92 carriageway within the scheme.

The [Average Annual Daily Flow](#) (AADF) in 2022 for the main A92 carriageway just outside the scheme extents (site no. 50997), accounted for 7,428 vehicles, with an average of 6.5% HGV.

There are no registered sites on [Scottish Pollutant Release Inventory \(SPRI\)](#) within 1km of the site.

Fife Council has declared two [Air Quality Management Area](#) (AQMA) however the scheme is located out with these designations.

Cultural heritage

A desktop study using [PastMap](#) has not identified any features of cultural or historical significance within 300m of the works location.

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.

It has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to cultural heritage. As such, impact has been assessed as being 'no change' and cultural heritage has therefore been scoped out of further assessment.

Landscape and visual effects

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) resource has not identified any areas designated for their landscape quality within 300m of the scheme extents.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding historic land use to comprise of fields and farmland.

[Scotland's Ancient Woodland Inventory \(AWI\)](#) has identified an area of 'Long Established (of plantation origin)' ancient woodland approx. 600m west of the works. No [Tree Preservation Orders \(TPOs\)](#) have been identified within 500m of the works.

[NatureScot's Landscape Character Type mapping resource](#) has indicated the landscape character present within the scheme extents to be that of Lowland Hills and Valleys.

The 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 impacted 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 determined.

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

Biodiversity

The works are located within a semi-urban setting in the northern outskirts of Dundee City, surrounded mostly by agricultural land use with some small areas of residential.

The NBN Atlas mapping resource has not identified the presence of Invasive Non-Native Species (INNS).

A desktop study using [NatureScot's Sitelink](#) has not identified any designated sites within 2km of the works.

The scheme and the surrounding habitat have been reviewed by a senior ecologist utilising desktop resources. The works are of a transient nature and works are to be contained within the carriageway and in turn, a site visit was scoped out. The nature of the works has resulted in the assessment that no significant effects are likely and, as a result, an ecological site survey has been scoped out.

Geology and soils

The [National Soil Map of Scotland](#) has identified the local soil type as brown soils.

A desktop study using [NatureScot's Sitelink](#) has not identified any Geological Sensitive Sites within 2km of the scheme extents.

A desktop study using the [British Geological Survey Map](#) identifies the local geology types as the following:

- Bedrock geology: Dundee Flagstone Formation - Sandstone, siltstone and mudstone. Sedimentary bedrock formed between 419.2 and 393.3 million years ago during the Devonian period.
- Superficial deposits: Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed scheme does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

A Site Waste Management Plan (SWMP) will not be required for this scheme.

Table 1. Key Materials Required for Activities.

Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> • TS2010 surface course; • AC32 base; • AC20 binder; • Bitumen; • Road paint; • Road studs; and • Oil. 	<p>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.</p> <p>TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA).</p> <p>As a result the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.</p>

Table 2. Key Waste arising from activities.

Activity	Waste Arising	Disposal/ Regulation
Site construction	<ul style="list-style-type: none"> • Road planings; • Studs; and • Road kerbs. 	<p>On-site investigations of the carriageway (including coring and testing) have been undertaken and highlighted the presence of coal tar in 12 of the 39 cores.</p> <p>Any tar-contaminated planings (if produced) will require removal off site for treatment/disposal at a licenced waste facility.</p> <p>Any road planings not contaminated with coal tar generated as a result of the works will be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p>

Noise and vibration

The works are located within the rural setting of Fife, between Glenrothes and Dundee, surrounded mostly by areas of agricultural land use with small areas of residential.

The [AADF](#) in 2022 for the main A92 carriageway just outside the scheme extents (site no. 50997), accounted for 7,428 vehicles, with an average of 6.5% HGV. Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the A92.

There are approximately 17 residential properties within 300m of the works, with the closest property (Burnside Cottage) 5m from the A92 carriageway within the scheme. These properties have a limited amount of screening from the road in the form of garden fences and hedges. Due to their close proximity to the scheme, these properties within 300m are classified as Noise Sensitive Receptors (NSRs).

No other receptors are located within 300m of the works.

[Modelled day-time noise levels](#) (Lden) surrounding the A92 carriageway at the scheme extents show levels of 60-65 dB within 50m whilst [modelled night-time levels](#) (Lden) show 50-55 dB within 50m.

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

Population and human health

The works are located within the rural setting of Fife, between Glenrothes and Dundee, surrounded mostly by areas of agricultural land use with small areas of residential.

There are approximately 25 residential properties within 500m of the works, with the closest property (Burnside Cottage) 5m from the A92 carriageway within the scheme.

There is a number of accesses to residential properties located directly off the A92 carriageway within the scheme extents. These properties are:

- Parbroath Farm
- Station House
- Burnside Cottage
- The Firs
- Mountview
- Taymount
- Gaplair
- Easter Kensleith

There are no pedestrian footways within 500m of the works.

[Fife Council Core Paths map](#) has not identified any core paths located within 500m of the works.

There are no cycleways, bus stops or laybys within 500m of the works.

Road drainage and the water environment

A desktop study using SEPA's [Water Classification Hub](#) has identified Moray Water, (ID: 6102), located approximately 170m north of the scheme. SEPA has classified this waterbody as having an overall status of 'Moderate Ecological Potential.'

An unclassified small tributary from Moray Water flows under the A92 carriageway within the scheme extents at NGR- NO 33385 18617.

Road drainage for the scheme is utilised in the form of top entry gullies and filter stones.

[SEPA's Flood Mapping System](#) has identified some areas at high risk (10% chance) of surface water flooding on the A92 carriageway within the scheme extents each year.

The scheme is located within the Strathmore, Fife and Angus [Nitrate Vulnerable Zone](#) as defined by the Scottish Government.

Climate

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 initially included a target of reducing CO₂ 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 NE NMC network by 2028. Amey have set carbon goals for the NE NMC contract as a whole to be net-zero carbon by 2032.

Monitoring, Management and Opportunities

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 – North East.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- The use of vehicles, plant and generators will result in emissions which will temporarily impact local air quality.
- On site construction activities carry the potential to produce airborne particulate matter and generate emissions that will have a temporary impact on local air quality.
- TM will likely lead to congestion for road users which may have a temporary impact on 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.
 - Drop heights into haulage vehicles and onto conveyors will be minimised where practicable.
 - Planing operations will be wetted to reduce dust arising.
- 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.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

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

No significant effects are predicted on air quality. Therefore, in accordance with DMRB Guidance document LA 105: Air Quality no further assessment is required.

Biodiversity

Impacts

- Desk study indicates protected species are active within the local area and may be subject to temporary light/noise disturbance as a result of the works.
- Increase in night-time noise may result in temporary disturbance/nuisance for nocturnal species if active in proximity.
- There is no carriageway lighting throughout the scheme and any temporary lighting for the works may affect the foraging or commuting routes of nocturnal protected species which may be active in the surrounding area.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If a protected species is seen on or near the scheme, all works will be stopped until the animal passes by. The protected species will not be approached and the area will be temporarily isolated until the animal has moved on. Any sightings will be reported to the E&S Team.
- Directional lighting will be used for all construction activities where works are required at night to minimise the impact of temporary lighting on foraging and commuting nocturnal species. This will include avoiding light spill onto watercourses and adjacent woodland parcels.
- Impacts 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.
- No vehicles, machinery or materials will be parked/stored on any soft verges.
- Additional mitigation measures in *Noise and Vibration* and *Road drainage and the water environment* will be implemented.

With mitigation measures in place, no significant effects are predicted on biodiversity. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Material assets and waste

Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will 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.
- Any non-contaminated road planings arising from the works will be fully recycled in accordance with SEPA's guidance on the Production for Fully Recovered Asphalt Road Planings.

On-site investigations of the carriageway (including coring and testing) have been undertaken and highlighted the presence of coal tar in 12 of the 39 cores.

Any tar-contaminated planings will be classed as special waste and will be removed off site for treatment/disposal at a licenced waste facility.

Any road planings not contaminated with coal tar generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document ['Guidance on the Production of Fully Recoverable Asphalt Road Planings'](#).

With best practice mitigation measures in place, the residual significance of effect on material assets and waste is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- TS2010 road surfacing will be utilised, which will reduce mid to high frequencies of traffic noise levels. Nearby receptors may benefit from reduced noise as a result of the scheme.
- Works will be undertaken during night-time programming. As such, residential properties within 300m of the works may experience temporary disturbance due to an increase in noise levels.

Mitigation

- Dundee Council Environmental Health Department has been notified of the works by the E&S Team, due to night-time programming.

- Residential properties within 300m will be notified in advance of the works via letter drop, providing details of timings, nature, and duration of the works.
- Impacts 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.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- Engine exhaust and vent silencers shall be used where possible.
- The noisiest works will be scheduled for before 11:00pm where feasible.
- The delivery of materials to the scheme extents will be made during daytime and early evening hours where reasonably practicable, to reduce noise associated by traffic.
- Operatives will avoid extraneous noise whilst onsite and will be briefed using the Amey Noise and Vibration environmental briefing.

With best practice mitigation measures in place, the residual significance of effect on noise and vibration is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

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

Population and human health

Impacts

- TM will consist of lane closures and a contraflow system (with night-time working). TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Local accesses will be temporarily obstructed for short periods of time during construction.
- Construction site lighting during night-time hours could cause disturbance for residential properties in close proximity.

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.
- Artificial site lighting will be directional and pointed away from residential properties.

- Access points will be left un-obstructed where this is reasonably practicable. Where obstruction occurs, local access will be granted as required.

Road drainage and the water environment

Impacts

- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems if not controlled, which may impact the water environment.
- If not appropriately controlled, debris and runoff from the works has the potential to enter nearby drains and watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.

Mitigation

- Best practice, as detailed by SEPA's Guidance for Pollution Prevention ([GPP5](#) and [PPG6](#)), will always be followed onsite. This will ensure that any potential debris/spills are not allowed to enter road drainage unchecked.
- 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, but will not be limited to, spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel, and utilisation of drain covers/shielding boards.
- Any pollution incidences will be reported to the Amey control room.
- Operatives will conduct regular checks of the work site, especially in periods of heavy wind and rainfall.
- 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 following the works.
- Bunds will be provided around drums up to 205 litres with a buffer of 25% of their capacity, and around bulk storage to a capacity of 110% of the stored fuel/oil.
- All plant and fuel storage at the site compound will be located on hardstanding and sited more than 10m from any watercourse.
- All plant and fuel storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
- All oils and fuels will be returned to storage area after use.
- No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
- Weather reports will be monitored prior to 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 when run-off/drainage can be adequately controlled to prevent pollution.

Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs the residual significance of effect on the water environment is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

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 will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

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

Vulnerability of the project to risks

As the works will be limited to the resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed scheme will not 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.

[Fife Council's Planning Portal](#) does not highlight any proposed developments or planning applications on the A92 carriageway within 2km of the scheme.

Amey's current [programme of works](#) has not highlighted any other works on the A92 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 determined to be no change and there will be no significant effects on the environment.

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 and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

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:

- The chosen material TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.
- The successful completion of the scheme will afford benefits to road users due to improved condition and ride quality of the carriageway surface and better road drainage.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise. As a result, ambient noise levels will likely decrease post construction.

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 scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- At end of life, components can be recycled, reducing waste to landfill.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Best practice and pollution prevention measures will be implemented to minimise environmental impact.

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, November 2023

Follow us:



transport.gov.scot



**Scottish Government
Riaghaltas na h-Alba
gov.scot**