



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# **Environmental Impact Assessment Record of Determination**

## **A1 Abbotsview to Gladsmuir Northbound Drainage**

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## Project Details

### Description

BEAR Scotland has been commissioned by Transport Scotland to carry out filter stone refurbishment works. The proposed works will increase the working efficiency of the drainage infrastructure present within the scheme extents by refreshing sections of filter stone material by removing silt and debris along 9.1km of the northbound carriageway of the A1. Existing filter material will be cleaned off-site and returned for backfill.

Construction activities include:

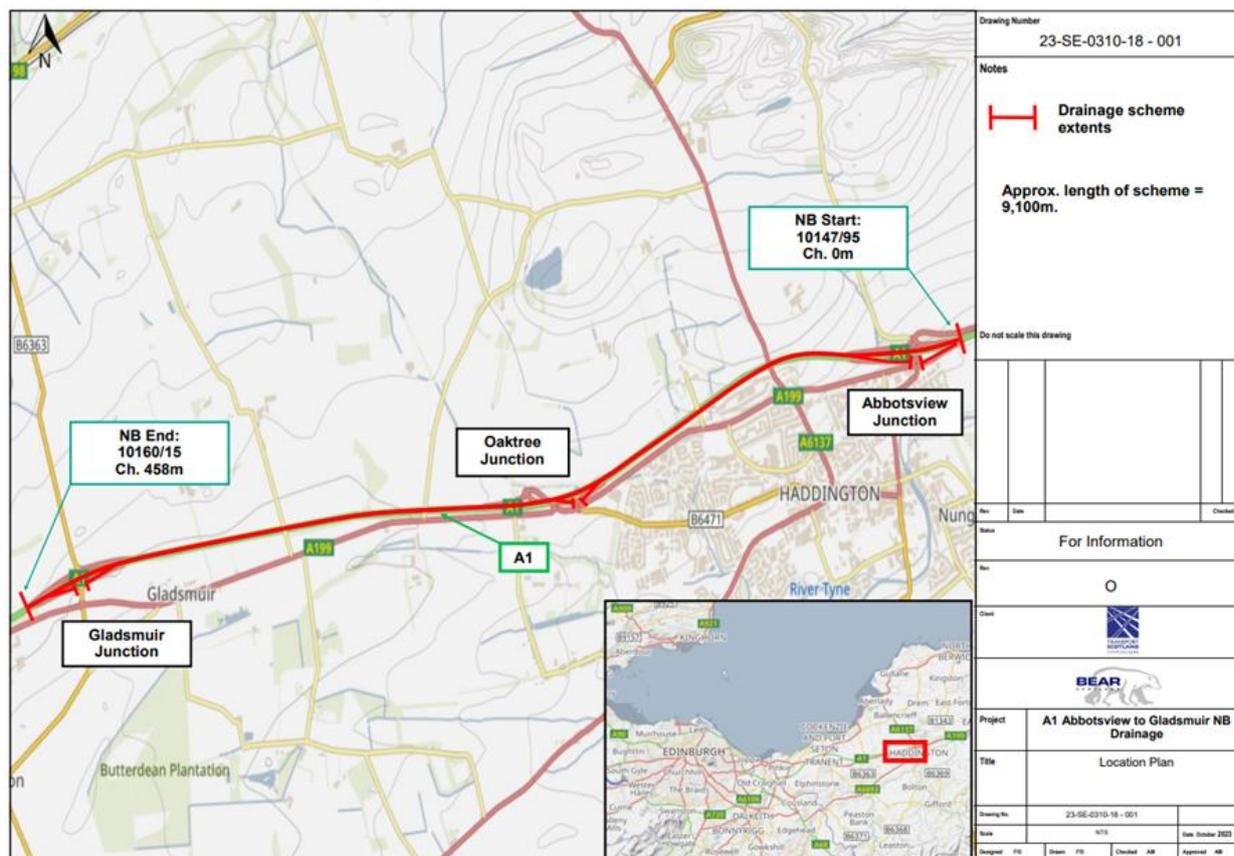
- Traffic management (TM) to be setup and site marked out.
- Commencement of filter stone refreshment works.
- Existing filter stone within filter drains will be removed by an excavator at specified depths. Excavation depth of the filter stone across the majority of the scheme will be 0.8m, however where VRS is present the excavation depth of the filter stone will be 0.3m to ensure complete removal of silted filter stone.
- Removed filter stone will then be loaded onto Enviroclean wagons and taken to their depot, where the stone will be cleaned of silt and debris.
- Refreshed filter stone will then be brought back to site and backfilled into the filter drains.
- Stone will then be raked to even out level.
- TM will be removed on completion of works.

The works are currently programmed to be completed at the start of the 2024/2025 financial year (April 2024 – August 2025 inclusive). Works are expected to commence on 1<sup>st</sup> April 2024 for a duration of 12 weeks ending on 21<sup>st</sup> June 2024, with works operating at night (19:30 – 06:00). Traffic management will involve carriageway lane 1 mainline lane closures and slip road closures. Diversions for the slip closures will be kept to the network, diverting to the next relevant junction, and returning via the southbound carriageway.

There is one non-motorised (NMU) route, Longniddry Railway Walk, Core Path 71, that is channelled below the A1 via an underpass within the scheme extents.

### Location

The scheme lies on the A1 to the north west of Haddington within East Lothian, with agricultural land and woodland bordering the carriageway within the majority of the scheme extents and residential areas found to the south of the eastern extents (Figure 1).



**Figure 1: Location Plan** Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

## Description of local environment

### Air quality

Receptors – refer to ‘Population and Human Health’.

A search of the [Air Quality in Scotland](#) online mapping records that the scheme extents are not located within an Air Quality Management Area (AQMA), and air quality monitoring sites in the wider area record bandings in the ‘green zone’ (Low Index 1-3).

The scheme lies within the boundary of East Lothian Council, which has one AQMA within its administrative boundary, ‘High Street, Musselburgh’ which lies approximately 19.7km north west of the scheme. The ‘High Street, Musselburgh’ AQMA has been declared for nitrogen dioxide (NO<sub>2</sub>).

There are four sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) for pollutant releases to air within 10km of the scheme:

- Charles River Laboratories Edinburgh Ltd, Polycyclic Aromatic Hydrocarbons (PAHs), approximately 4.7km south west of the scheme extents.
- Cockenzie PS, many pollutants, approximately 5.5km north west of the scheme extents.
- Ferrygate Farm, particulate matter (PM<sub>10</sub>), approximately 9.8km north of the scheme extents.
- Dunbar ERF, many pollutants, approximately 8km east of the scheme extents.

Baseline air quality in the study area is mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from vehicles travelling along the local road network and day-to-day woodland and agricultural land management activities.

## Cultural heritage

The [PastMap](#) and [Historic Environment Scotland \(HES\)](#) online mapping tools records approximately 26 designated sites within 300m of the scheme extents. This relates to 24 Listed Buildings the closest of which lies 140m south of the scheme and relates to:

- Greenknowe Coatfield (Off Dunbar Road), (ID: LB34469) Listed Building (Category B).

One Conservation Area, Haddington Conservation Area, is located 140m south of the eastern extent of the scheme.

One scheduled monument is located 290m north of the scheme extents which relates to:

- Harperdean (ID: SM5997).

There are approximately 113 undesignated cultural heritage assets (UCHAs) within 300m of the scheme extents, the closest of which lies within the scheme extents:

- Macmerry Airfield/Penston Aerodrome, Airfield Building, Historic Environment Record (HER): MEL2146
- Elvingston, Designed Landscape Garden, Landscape Park (HER): MEL11022.
- A1 Abbotsview Junction, Canmore (ID: 202942), HER: MEL3204.
- Gladsmuir, Canmore (ID: 101305, 101306), HER: MEL2205.
- A1 Tranent – Haddington, Canmore (ID: 101303), HER: MEL2203.
- Gladsmuir, Site, HER: MEL2208.
- Gladsmuir, Post Hole, HER: MEL2210, MEL2209.

Construction of the A1 is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low.

## Landscape and visual effects

The scheme is not situated within a [National Park](#) (NP) or [National Scenic Area](#) (NSA).

Two Landscape Character Types (LCT) are present within the study area. The majority of the scheme's study area falls within the 'Lowland Farmed Plain – Lothians' (no. 275) ([Scottish Landscape Character Types](#)). The key characteristics of 'Lowland Farmed Plain – Lothians' are:

- Smoothly rolling, large-scale arable plain landforms with occasional igneous intrusions forming local landmarks.
- Small streams forming shallow breaks in the smooth slopes, feeding into the broad meandering valley of the River Tyne.
- High quality agricultural land, divided into a chequerboard pattern of fields with historic field pattern being retained in some areas. Field boundaries defined by clipped hedges, scattered hedgerow trees, post and wire fences and occasional stone walls.
- Occasional small-scale woodlands and shelterbelts relate to watercourse and reinforce field pattern.
- Policy woodlands, estate houses and, buildings and boundary walls of several estates throughout the area create a historic character.
- Numerous conservation villages spread throughout the Landscape Character Type with a scattering of farmsteads and small housing clusters, as well as larger settlement of Haddington.
- Open views across the landscape to Edinburgh, the coast to the north, and hills to the south.

A small section of the study area in proximity to the A6137 falls within the 'Lowland Hills and Ridges – Lothians' (no. 272). The key characteristics of 'Lowland Hills and Ridges – Lothians' are:

- Hills with distinctive profiles and occasional rock outcrops.
- Arable landcover giving way to pasture and some areas of rough grazing on the highest ground.
- Small farm woodlands and mixed shelterbelts, with deciduous woodlands along steeper slopes and coniferous forestry on the Bathgate Hills.
- Small traditional villages within the hills, characterised by local stone, with larger expanded settlements in the Mayfield/Tranent area.
- Hill forts and other historical features create time depth in the landscape, with a more recent legacy of quarrying in certain areas.
- Recreational access to hilltop viewpoints and landmarks.

- Visual focal points from the surrounding landscapes, providing outward views over the plains, and beyond.

[Land use](#) within 300m of the scheme is categorised into the following:

- Motorway and major roads.
- Recreation area.
- Rectilinear fields and farms.
- Restored agricultural land.
- Industrial or commercial area.
- Urban area.
- Industrial-scale farming unit.
- Managed woodland.
- Designed landscape.
- Cultivated former parkland.

The [national scale land capability for agriculture](#) classifies land surrounding the scheme as being:

- 'Class 2' – Land capable of producing a wide range of crops.
- 'Class 3.1.' – Land capable of producing consistently high yields of a narrow range of crops and/or moderate yields of a wider range. Short grass leys are common.
- 'Class 888' – Urban.

The scheme commences to the west of Gladsmuir and terminates to the east of Haddington with agricultural land and woodland bordering the carriageway within the scheme extents. Approximately 2.3ha of nearly-native upland mixed ashwood woodland, 3.2ha of unidentified woodland, 0.8ha of wet woodland and 2.8ha of lowland mixed deciduous woodland recorded on the [Native Woodland Survey of Scotland](#) lies within 300m of the scheme extents. Of these areas approximately 1.8ha of lowland mixed deciduous woodland and 3.16ha of unidentified woodland borders the northbound carriageway within the scheme extents.

There are three areas registered on the [Ancient Woodland Inventory Scotland](#) within 300m of the scheme extents. Approximately 2.2ha of unnamed ancient woodland identified as long-established of plantation origin (NGR: NT494736) located 220m south, Blackburn Wood (NT491734), located approximately 225m south of the scheme comprised of a 7.75ha area of ancient woodland of semi-natural origin and approximately 3.6ha of ancient woodland identified as long-established of plantation origin known as Tangle Muir Wood (NGR: NT474740) located 115m north of the scheme extents.

Approximately 61 Tree Preservation Orders (TPOs) are within 300m of the scheme, however there is no connectivity to the works with the closest being approximately 95m north of the carriageway boundary within the scheme extents.

The existing trunk road is a prominent linear landscape feature. The trunk road corridor, for example, has a distinct character shaped by fast-flowing traffic, road markings, safety barriers, signage, landscaping, lighting etc. The scale of the trunk road detracts from the quality and character of the wider landscape.

## Biodiversity

The [NatureScot Sitelink](#) online mapping tools identifies that the scheme is not situated within 2km of, and does not share connectivity with a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

Two Local Nature Conservation Sites (LNCS) designated for biodiversity features are found within 300m of the scheme:

- Longniddry Railway Walk – Local Biodiversity Site (LBS) encompasses a footpath that is channelled below the A1 within the scheme extents.
- Garleton Hills – LBS is located approximately 194m north of the scheme extents.

No Local Nature Reserves (LNRs) designated for biodiversity features are found within 300m of, or which share connectivity with, the scheme.

A search of the NBN online mapping tool records no invasive non-native species (INNS), injurious weeds (as listed under The Weeds Act 1959) and invasive native perennials (as listed in the Trunk Road Inventory Manual) within 2km of the scheme extents (within last 10-years).

A search of the Asset Management Performance System (AMPS) online mapping tool records giant hogweed (*Heracleum mantegazzianum*), an INNS, bordering the southbound verge of the carriageway boundary approximately 25m north of the scheme extents. Common ragwort (*Jacobaea vulgaris*), an injurious weed, and rosebay willowherb (*Chamaenerion angustifolium*), an invasive native perennial, are recorded within the northbound verge of the motorway boundary intermittently throughout the scheme extents (within the last 10-years).

Habitat immediately bordering the trunk road tends to be of low intrinsic value because the existing road verge is subject to cyclic maintenance e.g., grass cutting, weed control, tree, and shrub cut-back etc. The roadside verges therefore comprise a homogenous species-poor semi-improved grassland alongside broadleaved tree and shrub shelterbelt. Roadside vegetation generally offers low ecological habitat value due to its limited scale, fragmented nature and high potential for disturbance owing to cyclic trunk road landscape maintenance, and the proximity of the trunk road (with its fast-flowing traffic). The presence of the trunk road also restricts continuity of, and connectivity between, habitats either side of the trunk road boundary.

Outwith the trunk road boundary, agricultural land surrounding the scheme forms a pattern of open and exposed fields containing predominantly arable land. The result of this intensive agricultural land management is to restrict the occurrence of semi-natural and natural vegetation types. Most field boundaries are hedgerows and wooden fencing, with vegetative features further delineating field boundaries e.g., rough grassland, ruderal herb stands, scrub and tree shelterbelt. Linear features at field boundaries have wildlife value, both as corridors in an intensively managed landscape, and as habitats for birds and small animals.

## Geology and soils

The A1 within the scheme extents is not located within a [Geological Conservation Review Site](#) (GCRS).

There is one [Local Geodiversity Sites](#) (LGS) within 300m of, or which shares connectivity to, the scheme extents:

- Peppercraig Quarry – LGS is located approximately 30m south of the scheme extents of the northbound carriageway. The site was comprised of igneous rock of carboniferous age that was extracted and used to build many of Haddington's stone buildings. Exposures of the porphyritic trachyte remain in the back walls.

The [National Soil Map of Scotland](#) online mapping tool records that within the scheme extents the generalised soil types are Brown Soils and Mineral Gleys and major soil groups are Brown Soils and Gleys.

The [British Geological Survey](#) online mapping tool records that the superficial geology within the scheme extents is comprised of:

- Till, Devensian – Diamicton.

The bedrock geology within the scheme extents is recorded as:

- Limestone Coal Formation, Sedimentary Rock Cycles (Clackmannan Group Type).
- Lower Limestone Formation, Sandstone with Subordinate Argillaceous Rocks and Limestone.
- Blackhall Limestone, Limestone.
- Hurllet Limestone, Limestone.
- Aberlady Formation, Sedimentary Rock Cycles, Strathclyde Group Type.
- Garleton Hills Volcanic Formation, Trachyte.
- Garleton Hills Volcanic Formation, Tuff (Trachytic).

There is no evidence of historical industrial processes or the storage of hazardous materials that could have given rise to significant land contamination within the scheme extents.

## Material assets and waste

The proposed works involve the refurbishment of filter drain material. The existing filter stone will be removed off site, cleaned, removed of all silt and debris and then returned to site and backfilled. As such the materials required for the scheme consists of 100% re-used filter stone.

All of the filter drain material will be cleaned and reused and the silt and debris disposed of. Waste classification testing has been carried out prior to works commencing by Ironside Farrar and all of the materials are classified as non-hazardous and as such the silt and debris which will be removed may be disposed of at an inert facility subject to meeting inert Waste Acceptance Criteria (WAC) thresholds. This has been registered in accordance with a Paragraph 25 exemption (exemption number: WML/XS/2008068), the rules of which will be complied with.

As the value of the scheme is greater than £350,000 a Site Waste Management Plan (SWMP) will be created for these works.

## Noise and vibration

Receptors – refer to ‘Population and Human Health’.

Works are not located within a [Candidate Noise Management Area](#) (CNMA) or [Candidate Quiet Areas](#) (CQA).

The night-time modelled noise level ( $L_{night}$ ) within the scheme extents ranges between 60 and 65 decibels, with levels dropping to <50 decibels at the nearest noise sensitive receptor (NSR) (residential property) ([Scotland’s Noise Scotland’s Environment](#)).

Baseline noise and vibration in the study area is mainly influenced by vehicles travelling along the trunk road. Secondary sources are derived from vehicles travelling along the local road network and day-to-day woodland and agricultural land management activities.

## Population and human health

Several residential properties lie within 300m of the scheme extents. The nearest of which lie approximately 40m south of the scheme extents and are screened from the scheme by a narrow strip of shelterbelt plantation.

In addition to the residential properties noted above, three more sensitive receptors/land uses are found within 300m of the scheme:

- East Lothian Community Hospital, approximately 260m south of the scheme extents.
- Links Veterinary Group, approximately 46m south of the scheme extents.
- Florabank Home, assisted living residence, approximately 270m south of the scheme extents.

There is one non-motorised user (NMU) facility which is also a designated core path with connectivity to the scheme extents:

- Longniddry Railway Walk, Core Path 71 is channelled below the A1 within the scheme extents.

No other community facilities are present within, or have connectivity to, the scheme extents.

Street lighting is not present throughout the scheme.

The A1, within the scheme extents is a dual carriageway with the national speed limit applying throughout. The Annual Average Daily Traffic (AADT) flow is moderate (28,435 motor vehicles (ID: 80600, 2022) (Road Traffic Statistics) and is comprised of:

- 73 two wheeled motor vehicles.
- 22,169 cars and taxis.
- 125 buses and coaches.
- 4387 light goods vehicles.
- 1682 heavy goods vehicles.

There are no congestion issues noted on the A1 within the scheme extents during the proposed working hours.

## Road drainage and the water environment

The [Scottish Environment Protection Agency \(SEPA\) River Basin Management Plan](#) online mapping tool records one classified surface waterbody located within 300m of with the scheme extents:

- Back Burn (ID: 4003), a tributary of the River Tyne, is located approximately 190m south of scheme extents. The main stem of this river is 5.5km and has been designated as a heavily modified waterbody due to physical alterations. Back Burn has been assessed as having an overall status of 'Poor' and an overall ecological status of 'Bad' as of 2022.

Four unclassified waterbodies are within 300m of the scheme extents:

- Alderston Burn, culverted beneath the A1 within the scheme extents.
- Two unnamed issues / drains culverted beneath the A1 within the scheme extents.
- Cotty Burn, located approximately 70m north of scheme extents.

A search of the [SEPA's Flood Map](#) online mapping tool records that areas of the carriageway throughout the scheme extents are at a high risk of surface water flooding (i.e., each year the area has a 10% chance of flooding).

A search of the [Scotland's Environment](#) (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Haddington' groundwater, which has been classified as 'Good', and the 'Gorebridge' groundwater, which has been classified as 'Poor'.

A search of the SE online mapping tool determined that the trunk road, within the scheme extents, lies within the Nitrate Vulnerable Zone, Edinburgh, East Lothian and Borders for polluted water (2015).

## Climate

The Climate Change (Scotland) Act 2009 sets out the target and vision set by the Scottish Government for tackling and responding to climate change ([The Climate Change \(Scotland\) Act 2009](#)). The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990). The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 amended the Climate Change (Scotland) Act 2009 to bring the target of reaching net-zero emissions in Scotland forward to 2045 ([Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#)).

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 (<https://www.gov.scot/publications/scotlands-contribution-paris-agreement-indicative-ndc/>). By 2040, the Scottish Government is committed to reducing 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 and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

## Policies and plans

This Record of Determination has been undertaken in accordance with all relevant regulations, guidance, policies and plans, notably including the Environment and Sustainability Discipline of the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) and Transport Scotland's Environmental Impact Assessment Guidance ([Guidance - Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)).

## Description of main environmental impacts and proposed mitigation

### Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated by excavation of the filter drain material, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for dust, particulate matter, and exhaust emissions (DPMEE) to be emitted to the atmosphere.

However, considering the nature of the scheme, and with implementation of mitigation detailed below, the proposed works impacts on local air quality levels during the construction period are assessed to be temporary negligible adverse in magnitude.

Upon completion of the works, no residual air quality impacts are anticipated.

Air quality mitigation measures:

- Careful consideration will be given to the siting and orientation of ancillary plant, vehicles, and NRMM, so that it is located, as far as is possible, away from receptors. Activities which have the potential to produce DPMEE will also, if possible, be undertaken away from any surrounding properties.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Where practicable, if powered generators are required, the use of mains electricity or battery powered ancillary plant will be considered in place of diesel or petrol alternatives.
- Materials that have a potential to produce dust will be removed from site as soon as possible.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when DPMEE generating activities are occurring. In the unlikely event that unacceptable DPMEE are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimising reducing the operating hours, (b) changing the method of working, etc.

## Cultural heritage

Construction of the A1 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary scheme extents. The potential for the presence of unknown archaeological remains in the study area has therefore been assessed to be low. Moreover, the works will be limited to minor earthworks (i.e. excavation of existing filter drain to a specific depth), and people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground within the boundary of the A1 and its associated verge. As such, there is negligible risk of disturbing or damaging previously undiscovered or unrecorded items of cultural interest.

Given the nature of the scheme, and with implementation of mitigation detailed below, the proposed impacts on cultural heritage during the construction period are assessed to be negligible in magnitude.

Upon completion of the works, no residual impacts on cultural heritage are anticipated.

Cultural heritage mitigation measures:

- All site personnel will be briefed on the importance of archaeological finds and will be instructed to inform the site supervisor where potential finds are made. If there are any unexpected archaeological finds, all works will temporarily stop, the area will be cordoned off and BEAR Scotland's Environmental Team will be contacted for advice.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). Where access outwith made/engineered ground is required for the safe and effective completion of the scheme, the area will be reduced as much as is reasonably practicable, and ideally will be accessed on foot.
- If a change to the construction programme onsite is required that necessitates vegetation clearance or additional earthworks other than those currently programmed, BEAR Scotland's Environmental Team will be contacted.

## Landscape and visual effects

There will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM.

However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground within the A1 carriageway and its associated verge, and construction works are programmed to be undertaken at night on a rolling programme. In addition, the A1 within the scheme extents is screened from the wider environment by a combination of roadside embankments and tree shelterbelt planting. As such, the visual impact of the works will be somewhat reduced.

Considering the nature of the scheme, and with implementation of mitigation detailed below, impacts on landscape are assessed as temporary minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated e.g., when complete the visual appearance will remain largely unaffected, with refreshed filter drain being the only discernible change.

Landscape and visual effects mitigation measures:

- Where possible, construction vehicles will not be left in places where soil or vegetation can be damaged. If damage to road verge occurs this will be lightly cultivated or graded (upon completion of the works) to allow natural recolonization by local species and promote integration with existing landscape character.
- The site will be monitored regularly for signs of litter and other potential contaminants and litter will be removed before and after works take place.
- The site will be left clean and tidy following construction.

## Biodiversity

The scheme is not situated within 2km of, and does not share connectivity with, any other 'sensitive area's' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI, etc.

The boundary of 'Longniddry Rail Walk' LBS is within the scheme extents however the designation of the site relates to woodland and aquatic habitats along the old railway line with the old route being channelled below the A1 via an underpass. All works will be limited to filter drain refurbishment within the A1 carriageway boundary, and no plant, personnel or NRMM will access land outwith the works corridor and as such will not have the potential to directly impact upon the LBS. Furthermore, mitigation measures detailed below will be implemented on site, therefore, no impacts upon the LBS are anticipated.

All earthworks relate to minor excavation of existing filter drain to a depth of 0.8m, reduced to a depth of 0.3m where VRS is present. The works will not require any vegetation removal, any permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources. As such, the works do not involve any physical altering or removal habitat and will not result in habitat fragmentation. Furthermore, there is no requirement to import topsoil and as such there is limited potential to spread or introduce invasive or injurious flowering plant species.

A temporary short-term increase in noise levels may cause disturbance to other local wildlife. The works will, for example, require a range of ancillary plant, vehicles and NRMM which will emit noise and create potential disturbance. The works will also require removal of materials and the presence of personnel to facilitate the filter drain refurbishment. However, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to road noise and visual disturbance pertaining to vehicle movements on the A1, and the scheme will be undertaken over

12 weeks on a rolling programme. The potential for species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

Rosebay willowherb and common ragwort has been identified along the northbound carriageway verge within the scheme extents, however, all works are restricted to the existing filter drain location with no vegetation clearance required. As such, there is limited potential for the spread or introduce INNS, invasive native perennials, or injurious flowering plant species. Rosebay willowherb and common ragwort (and any other invasive or injurious flowering plant species) will also be controlled/treated by cultural methods and/or chemical weed control as per the Sout East Annual Landscape Management Plan.

Considering the nature of the scheme, and with the implementation of mitigation detailed below, the proposed work impacts on biodiversity throughout the construction period are therefore assessed to be temporary minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to biodiversity.

Biodiversity mitigation measures:

- Site personnel will remain vigilant for the presence of potentially unrecorded instances of invasive non-native flowering plant species (INNS) or injurious weeds in road verges throughout the works period. Should any INNS be identified in working areas, no works will take place within 7m of these areas until the BEAR Scotland Environmental Team can provide further advice on additional mitigation measures.
- Given the presence of injurious weed common ragwort and invasive native perennial rosebay willowherb, Toolbox Talk TTN-009 'Working with Injurious Weeds & Invasive Plants' will be briefed prior to works commencing.
- Any unsupervised excavations/trenches >0.5m deep will be covered or have ramps installed at the end of a working day.
- Site personnel will remain vigilant for protected species and will not approach or touch any animals seen on site. Any sightings of protected species will be reported to BEAR Scotland's Environmental Team. Should a protected species be encountered or move within 50m of the active works, works will be temporarily halted until the animal(s) move at least 50m away from the construction site, or until BEAR's Environmental Team can provide advice.
- The Contractor will employ 'soft-start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals (and birds) to move away from the disturbance.
- All site personnel will be briefed on the location and sensitivity of the 'Longniddry Railway Walk' LBS.
- Where possible, artificial lighting used during night works will be sufficiently screened and aligned so as to ensure that there is no direct illumination of

neighbouring habitat (e.g., locations adjacent to tree shelterbelt, woodland, surface waterbodies, LBS) to ensure minimal impact on nocturnal species.

- All equipment stored onsite will be checked at the start of each workday to ensure any mammal species are not present. Any storage containers/plant left on site, where necessary, will also be secured overnight to prevent exploration by any mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day, to avoid mammals falling in and becoming trapped.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
  - Unforeseen site clearance is required, outwith that already planned.
  - Unplanned works must be undertaken outwith the carriageway boundary and adjacent verge.
  - There is any deviation from the agreed plan, programme and/or method of working.
  - Nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

## Geology and soils

Road schemes have the potential to impact upon the geology and soils through direct and indirect impacts on sensitive sites, loss or sterilisation of mineral deposits or soil resources, disturbance of contaminated land, or surcharging of ground which may accelerate erosion and subsidence.

However, works are minor in nature and are restricted to like-for-like filter drain refurbishment, with all works restricted to made/engineered ground within the A1 verge. The work corridor is also not located within a GCRS, geological SSSI or LGS.

Considering the nature of the scheme, and with implementation of the mitigation detailed below, the potential for impact on geology and soils within the area of likely construction disturbance is somewhat diminished. The proposed works impacts on geology and soils throughout the construction period are therefore assessed to be negligible in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to geology and soils.

Geology and Soils mitigation measures:

- If any contaminated land requiring remediation is encountered, it will be contained and/or removed in a safe and controlled manner in accordance with relevant legislation and guidance. Any removal of potentially hazardous material is likely to constitute a net positive impact as this will remove the risk of any future contamination.
- People, plant and machinery will be restricted to areas of made / engineered ground within the A1 carriageway as far as is possible.
- Any areas of exposed soil/bare earth/damaged verge as a result of the filter drain works will be reinstated and re-seeded once the works are complete.

## Material assets and waste

Minimising impacts arising from construction materials are focussed upon making the most efficient use of materials onsite to reduce the need for imported primary materials and minimise the creation and disposal of waste through (i) reduction, (ii) re-use, and (iii) recycling. Potential impacts have been assessed for both the construction and operational phases of this scheme. It is anticipated that most material impacts are likely to arise during construction, though long-term residual impacts could occur post construction during the operational phase e.g., during the disposal of materials arising from routine maintenance operations.

A SWMP template will be partially completed by the Design Engineer and then will be issued to the Contractor to complete the contract delivery section. The SWMP will provide details of the following:

- The quantity and type of waste that will be produced,
- How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill,
- How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant legislation.

Considering the nature of the scheme, and with implementation of the mitigation detailed below, the proposed works impacts on material assets and waste throughout the construction period are therefore assessed to be temporary negligible adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material and waste mitigation measures:

- A SWMP will be completed by the Designer and Contractor as required.
- Good materials management methods (e.g., 'just-in-time' delivery), for the delivery of the cleaned filter stone will be implemented wherever possible.
- Full WAC testing has been carried out which has classified the waste as non-hazardous and suitable for inert disposal. The Waste Classification Report will be

forwarded to the preferred waste receiver for review to confirm, prior to disposal of removed silt and debris.

- The disposal silt and soil that will be washed off the filter stone has been registered in accordance with a Paragraph 25 exemption, as described in Schedule 3 of the Waste Management Licensing Regulations 2011 (exemption number WML/XS/2008068), the rules of which will be complied with.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Material transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- Designated areas will be identified within which all materials and personnel, including construction compounds (within the confines of the TM), will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage and surface waterbodies. Stockpiled materials with leachate potential, for example, will be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.
- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from mobile welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with COSHH safety data sheets and the Special Waste Regulations 1996. Special waste will also not be mixed with general waste and/or other recyclables.

## Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The works will, for example, require a range of ancillary plant, vehicles and NRMM for filter drain refurbishment. Noise will also be generated by the excavation of filter material, loading / unloading materials, vehicle movement etc. As a result, there is potential for noise and vibration effects.

However, works will be completed on a rolling programme, with the aim being to complete the noisiest works by 23:00. In addition, considering the likely sources of noise and vibration, the distance from the point of generation to Noise Sensitive Receptors (NSRs), the nature, duration, size and scale of the scheme, and with

implementation of the mitigation detailed below, it is unlikely that noise and vibration associated with the works will lead to significant impacts, disruption and/or complaints. The proposed scheme is therefore anticipated to result in temporary minor adverse noise impacts.

Noise mitigation measures:

- The local authority environmental health will be notified of nighttime working by BEAR Scotland's design engineer.
- Wherever possible, careful consideration will be given to the siting and orientation of particularly noisy items of NRMM so that it is located away from surrounding properties. Activities which have the potential to produce excessive noise will be undertaken away from surrounding properties, if possible.
- Where possible, the noisiest work operations (e.g., excavation of filter material, unloading materials etc.) will be completed before 23:00.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) reducing the operating hours, (b) repositioning equipment, (c) changing the method of working etc. Corrective actions will be actioned through the nonconformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.
- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- All compressors will be 'sound-reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed when in use.
- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works.

## Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on local residents and vehicle travellers. However, no congestion issues are noted, and TM will only be in place at night (when traffic flows will be at a minimum) on a rolling programme. In addition, the proximity of road space suggests that residents will have a degree of tolerance to noise and disturbance.

While Core Path 71 is located within the scheme extents it is channelled below of the A1 via an underpass and as such will not be impacted by the works.

Multiple sensitive receptors, including residential properties, East Lothian Community Hospital, Links Veterinary Group and Florabank Home, are located within 300m of the scheme, however all are screened from the scheme extents by shelterbelt plantation and / or roadside embankments, and some by intervening properties, this coupled within the mitigation measures detailed below will reduce the potential for impacts.

Considering the nature of the scheme, and with implementation of the mitigation described below, impacts on population and human health are assessed as temporary minor adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated in relation to population and human health.

Population and human health mitigation measures:

- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop (for night-time works), etc) will be initiated to keep local residents, East Lothian Community Hospital, Links Veterinary Group, Florabank Home and/or businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- Given the proximity of urban development to the scheme extents, Toolbox Talk TTN-042 Being a Good Neighbour will be briefed prior to works commencing.
- Construction lighting will consider the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Where appropriate, edge protection measures will be set up at the parapet of the underpass of the Core Path 71 location to prevent debris from impacting the footpath below.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.

## **Road drainage and the water environment**

During filter drain refurbishment works, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect Alderston Burn and the issues / drains channelled below the A1 within the scheme extents.

However, no 'in-water' works are required and all land outwith the trunk road boundary is considered out-of-bounds to all construction staff during the works and there is no requirement for land take, site clearance or resources from within a waterbody. There is also no requirement for the abstraction or transfers from, or discharges to a waterbody. The potential for a direct pollution incident within a waterbody is also unlikely e.g., experience gained from BEAR Scotland maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs or PPGs, utilisation of drain covers or similar, etc.), water quality is protected.

Considering the nature of the scheme, it is expected that improvements will be made to the road drainage and water environment due to the alleviation of flooding.

Road drainage and water environment mitigation measures:

- No work has been identified that would require entering any waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.
- The abstraction or transfers of water from, discharges to, or the washing of tools in waterbodies is not permitted.
- The Contractor will implement measures to minimise the risk of sediment or accidental spillages entering the road drainage system e.g., prior to works commencing any roadside gullies within 10m of work activities will be bunded (e.g., utilisation of drain covers or similar) to ensure full segregation of the works from the road drainage system. The Contractor will inspect bunds periodically to ensure that they have not been removed, damaged, or interfered with and they will be cleaned of silt and debris as necessary. If it is identified that bunds are not up to standard, the works will not commence until they have been reinstated to the condition they were originally in.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points, or waterbodies, in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points or waterbodies, where practicable). Spill kits will also be available within all site vehicles and spill kits will

be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.

- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points and waterbodies) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out.

## Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of major projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change.

During works there is potential for impacts as a result of the emission of greenhouse gases through the use of equipment, vehicles, and NRMM, material use and production, and transportation of material/waste. However, considering the nature of the scheme, and the mitigation detailed below, the risk of significant impacts to climate are considered to be negligible adverse in magnitude.

Upon completion of the proposed scheme no residual impacts are anticipated on the climate.

Proposed climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be removed to local waste management facilities.

## Vulnerability of the project to risks

There will be no increase in impermeable surface area therefore there will be no increase to existing base flows within the road drainage system and refurbishment of the existing filter drain will improve drainage, alleviating flooding on the A1 within the scheme extents upon completion of the works.

Works are restricted to areas of made/engineered ground within the boundary of the A1 roadside verge, with access to the scheme gained via the A1. TM is currently anticipated to be a combination of lane closures and slip road closures. There are no pedestrian or other NMU facilities with direct connectivity to the scheme extents, however, 'Longniddry Railway Walk' crosses the scheme extents via an underpass. As such, the proposed works impacts on road traffic accidents is assessed to be of negligible magnitude.

A Site Environmental Management Plan (SEMP) will be produced by BEAR Scotland which sets out a framework to reduce the risk of adverse impacts from construction activities on sensitive environmental receptors. The Contractor will comply with all conditions of the SEMP during works and may be subject to audit throughout the contract.

Considering the above, the vulnerability of the project to risks of major accidents and disasters is considered to be low.

## Assessment cumulative effects

Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity. Any future BEAR Scotland schemes will be programmed to take into account already-programmed works and as such, any cumulative effect will be limited.

A search using [East Lothian Council 'Simple Search' for Planning](#) identified that there are 21 planning applications within 300m of the scheme extents that could potentially incur cumulative effects (Table 1).

**Table 1: Planning Applications in Last 2 Years**

Reference	Proposal	Status
22/00788/P	Erection of industrial buildings	Granted permission
22/00329/P	Erection of two storage and distribution/trade counter units	Awaiting decision
22/0699/CLD	Certificate of Lawfulness for use of Class 3 building as Class 1 use	Consent granted
22/00459/ADV	Display of advertisements	Consent granted
22/00494/ADV	Display of advertisements	Consent granted
23/01038/P	Removal of Condition 4 of planning application 22/01247/P for provision of electric vehicle charging points	Granted permission
22/01247/P	Extension to building and installation of electric vehicle charging points	Granted permission
23/00884/P	Erection of porch	Granted permission
23/01513/P	Extension to house	Granted permission
22/01174/P	Erection of garden room (retrospective)	Granted permission
23/00439/P	Extension to house	Granted permission

23/00377/P	Alterations to buildings	Granted permission
22/00432/CLD	Certificate of Lawfulness for extension to house	Consent granted
22/00593/P	Formation of cycle track and associated works	Granted permission
23/00459/P	Extension to house	Granted permission
22/00709/P	Extension to house	Granted permission
22/00666/P	Extension to house	Granted permission
22/00313/P	Alteration to flat	Granted permission
23/00001/PAN	Conversion of Listed Buildings and erection of new build residential, car parking and access roads, landscape and related infrastructure	Proposal of application notice
23/01367/PPM	Redevelopment of existing buildings and new build apartment buildings, associated landscape, roads, access and parking	Status not available
22/01390/LBC	Internal alterations to building (retrospective)	Consent granted

While it is not possible to gain an understanding on the timing or duration of the above granted planning applications, it is considered that even in the event that the above planning applications were being progressed at the same time as the planned BEAR Scotland drainage works, given the small scale nature of the planning applications, which largely relate to extensions / alternations to existing buildings, coupled with the minor nature of the BEAR Scotland drainage works i.e. excavation of existing filter stone, no in-combination effects are expected.

## Assessments of the environmental effects

As detailed in the Description of Main Environmental Impacts and Proposed Mitigation section, there are no significant effects anticipated on any environmental receptors as a result of the proposed works.

## 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 1ha.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment (EIA) 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:

- Works are restricted to like-for-like filter drain refurbishment, with all works restricted to the A1 carriageway verge.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No works are required within the Alderston Burn or the two issues / drains, which are culverted below the A1 within the scheme extents, therefore there will be no change in the hydrological regime or water quality within the waterbodies.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- Refurbishment of the existing filter drain will alleviate flooding on the A1 within the scheme extents upon completion of the works, which will result in safer conditions for road users.
- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme is not situated within 2km of, and does not share connectivity with, a 'sensitive area' designated for biodiversity features e.g., SAC, SPA, Ramsar, SSSI etc.
- The scheme will not have any impact on the scheduled monument, conservation area or listed buildings noted within 300m of the scheme.
- The scheme is not located within any areas designated for landscape interests .
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme does not lie within any sites designated for geology and soils.
- The majority of the scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

- The waste hierarchy will be followed to reduce waste to landfill.
- Works are programmed to take 12 weeks to complete on a rolling programme, with the aim being to complete the noisiest works by 23:00.
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.

## 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.



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Published by Transport Scotland, March 2024

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