



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A90 Glendoick to Glencarse SB

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Project Details

Description

Resurfacing works are required to maintain the safety and integrity on two nearby stretches of the A90 carriageway, north of St Madoes. The existing surface has reached the end of its serviceable life and is exhibiting various areas of chip loss, crazing & potholes observed throughout the carriageway as well as wear and tear of road markings, missing road studs and damaged kerbs, channels and edgings.

The construction work will involve replacement of old and deteriorating surface course with deeper treatment in some areas with severe defects over an approximate 1,288m length of the Southbound carriageway utilising TS2010 surface course. The scheme covers an approximate area of 11879.6m² (1.18ha).

The proposed construction activities are likely to involve the following:

- 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.
- HGV for removal and replacement of material.
- Road markings replaced using an extrusion tool.
- Road studs replaced where necessary.

The works are currently programmed to commence on the 25th November 2022. The works will operate under a continuous 24hr contraflow system, from 20:00 on 25/11/2022 until 06:00 28/11/2022.

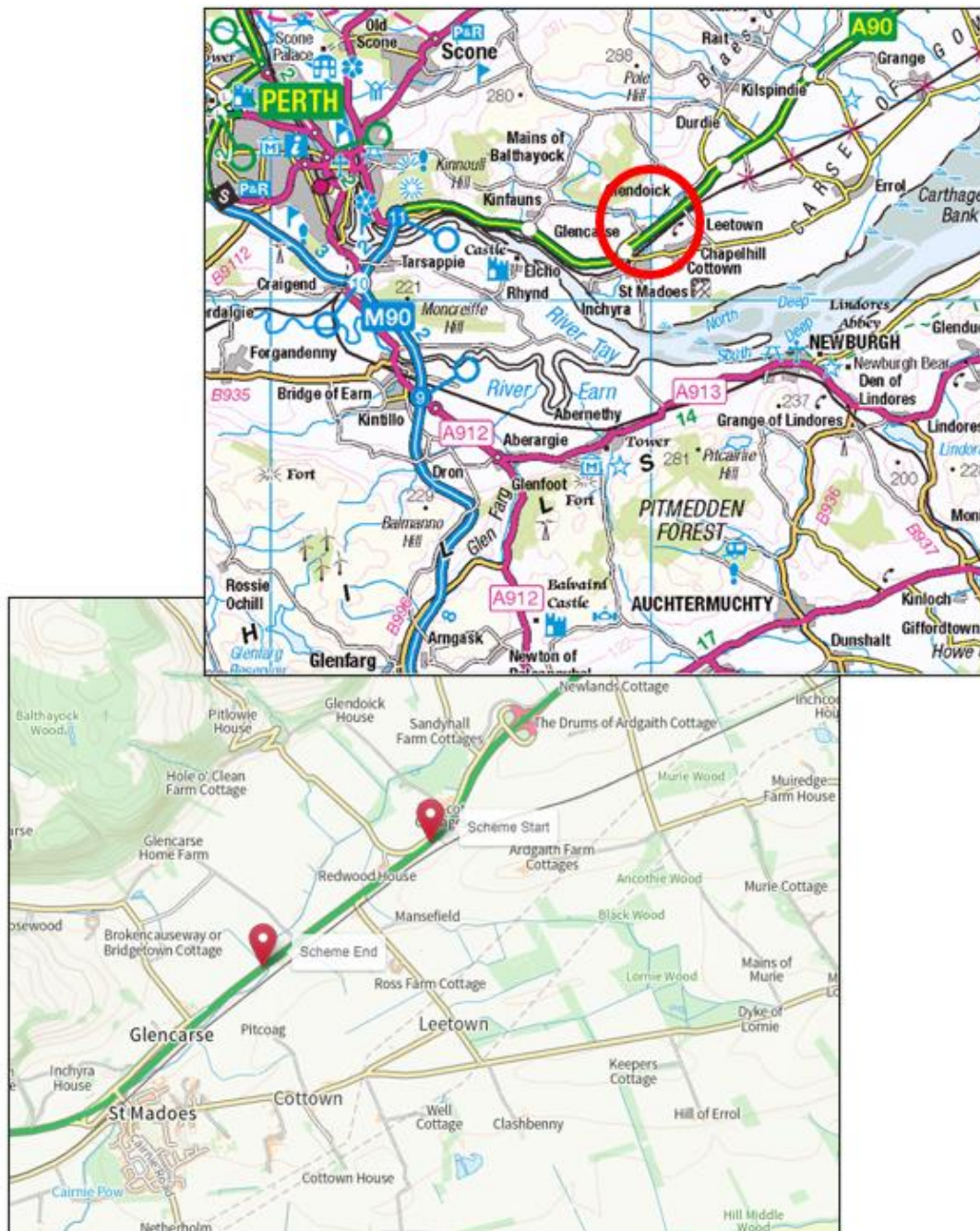
The A90 carriageway at the works location will remain open for the duration of the works (under contraflow).

Location

The works are located on the A90 carriageway Southbound between Glendoick and Glencarse within the rural setting of Perthshire. The scheme has the following National Grid References (NGR):

- Scheme Start: NO 21237 22757
- Scheme End: NO 20201 21984

Figure 1: Scheme Location



Description of local environment

Air quality

The works are located in the rural setting of Perthshire next to the village of St Madoes, surrounded mostly by areas of agricultural land use and small areas of woodland, urban and commercial properties.

There are several residential properties within proximity to the works location, with the closest properties located on both sides of the A90 carriageway intermittently throughout the scheme at an approximate distance of 20m.

[Average Annual Daily Flow](#) (AADF) in 2021 for the main A90 carriageway within the scheme extents accounted for 36,080 vehicles, with an average of 10.3% heavy goods vehicle (HGV).

Perth and Kinross have declared two [Air Quality Management Areas](#) (AQMA) however this scheme does not fall within or in close proximity to either of these.

Cultural heritage

A desktop study using [PastMap](#) has identified the following features of cultural heritage within proximity of the works:

- Newton of Glencarse ring-ditches (SM7246) and enclosed settlement of prehistoric date, a Scheduled Monument, located approx. 50m northwest of the scheme.
- Castle Hill, earthwork south-south-east (SSE) of Glenside (SM3305), a Scheduled Monument, located approx. 300m west of the scheme.
- Glencarse All Saints Episcopal Church (LB11968), a Category C listed building located, located approx. 50 m northwest of the scheme extents.
- Souterrains 670m WSW of Glendoick, a Scheduled Monument, is located approximately 240m North of the A90 carriageway.

It has been determined that the proposed project does not carry the potential to cause direct or indirect impact to cultural heritage as the works will be like-for-like replacement and will be contained within the existing carriageway extents.

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

Landscape and visual effects

A desktop study using [NatureScot Sitelink](#) and [PastMap](#) online interactive map has not highlighted any areas designated for landscape character within 300m of the works.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape to consist of a combination of fields, farmland, managed woodland, three urban areas and an Industrial or commercial area.

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

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

Biodiversity

The works are located in the rural setting of Perthshire next to the small town of St Madoes, surrounded mostly by areas of agricultural land use and small areas of woodland, urban and commercial properties.

A Preliminary Ecological Walkover (PEW) was undertaken on 3 October 2022 in order to identify any habitats or species constraints and opportunities. The field survey was undertaken following the methods outlined in the Joint Nature Conservation Committee (JNCC)'s 'Handbook for Phase 1 Habitat Survey – A Technique for Environmental Audit' (JNCC, 2010). The habitats present were assessed for their potential to support protected or priority species.

Geology and soils

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

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

Bedrock Geology:

- Glenvale Sandstone Formation – Sandstone. Sedimentary bedrock
- Ochil Volcanic Formation - Andesite, pyroxene. Igneous bedrock

Superficial Deposits

- Raised Tidal Flat Deposits Of Holocene Age - Silt and clay. Sedimentary superficial deposit.
- Raised Marine Deposits, Devensian - Clay, silt, sand and gravel. Sedimentary superficial deposit.

As a result of the works taking place strictly within the existing man-made footprint, it has been determined that the proposed project 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

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 	<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 SMA. 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 	<p>On-site investigations of the carriageway (including coring and testing) have been undertaken and have highlighted the presence of possible coal tar-containing material within two of the 14 cores taken within the scheme extent, 120-160mm deep.</p> <p>The carriageway resurfacing is very unlikely to go to these depths.</p> <p>As such, road planings generated as a result of the works will be recovered in accordance with</p>

Activity	Waste Arising	Disposal/ Regulation
		<p>the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p> <p>Road studs shall be recycled and reused where possible.</p>

Noise and vibration

The works are located in the rural setting of Perthshire next to the village of St Madoes, surrounded mostly by areas of agricultural land use and small areas of woodland, urban and commercial properties.

The Annual Average Daily Flow (AADF) in 2021 for the main A90 carriageway within the scheme extents accounted for 36,080 vehicles, with an average of 10.3% heavy goods vehicle (HGV). Baseline noise conditions at this location are likely influenced primarily by traffic travelling along the A90, and additionally by noise associated with nearby land uses.

There are several residential properties within proximity to the works location, with the closest properties located on both sides of the A90 carriageway intermittently throughout the scheme at an approximate distance of 20m. There are also a large number of residential properties located in the village of St Madoes itself, which is located approximately 60m from the carriageway.

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 A90 is a main route connecting local areas such as Glencarse and St Madoes, and the larger urban areas of Perth and Dundee.

There is one footway located adjacent to the Northbound side of the A90 carriageway.

There is one bus stop on the southbound carriageway within the scheme extents.

There is a layby located on the Southbound carriageway within the scheme extents.

Several accesses are located within the scheme extents, giving access to the local road network, residential and commercial properties.

[National Cycle route 77](#) runs between Dundee and Pitlochry via Perth. This route runs parallel to the south end of the scheme at approximately 60 m distance. It is separated by vegetation and properties until it travels above the carriageway via a footbridge into the village of St Madoes.

Road drainage and the water environment

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified the Cairnie Burn as a river water body (ID: 6410) which flows underneath the carriageway at the Southern scheme extent and outflows to the River Tay. This watercourse has been given the overall status of 'Moderate ecological potential'.

A desktop study using the Scottish Environment Protection Agency (SEPA) [River Basin Management Plan Interactive Map](#) has identified the River Tay as a river water body, (ID: 6498) which runs perpendicular to the scheme at 2.6 km distance southwest. This watercourse has been given the overall status of 'Moderate ecological potential'.

Areas of the A90 carriageway are at high risk of river flooding from the Cairnie Burn and medium to high risk of surface water flooding on the carriageway within the scheme extents, as displayed on the [SEPA Flood Map](#).

Climate

Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing 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 SW 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 emitting carbon emissions may temporarily affect air quality and will require the use of finite resources.
- On site construction activities carry the potential to produce airborne particulate matter and generate emissions that may have a slight adverse impact on local air quality levels.
- There is potential for the diversion route to travel through the nearby AQMA, which could lead to an increase of emissions in this area.

Mitigation

- All works shall operate in accordance with current best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2014) published by the IAQM, which includes the following mitigation relevant to this scheme:

- When not in use plant and vehicles will be switched off; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction shall be well maintained in order to minimise emissions, as per manufacturing and legal requirements.
- Green driving techniques will be adopted, and effective route preparation and planning shall be undertaken prior to works.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- 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 is considered no change.

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

Biodiversity

Impacts

- Protected species may be active within the local area and may be subject to a minor degree of light/noise disturbance from the works if present.
- The addition of 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.
- The Scheme will not impact the two trees identified as having bat roost potential as they are located on the opposite side of the carriageway (northbound) to the re-surfacing works (southbound) and no de-vegetation works affecting the trees or the surrounding vegetation will be required. The trees are unlikely to be disturbed by the works to the extent that a licence would be required if a bat roost was present as no works to the northbound carriageway are proposed and the trees are already subject to regular noise, vibration and artificial light disturbance due to their position adjacent to an active dual carriageway.
- Works will be out with areas of Himalayan balsam and will not impact upon the plant.

Mitigation

- Operatives will remain vigilant for the presence of protected species within or near the works. If an animal is spotted, all works shall temporarily halt until the animal has moved on, and any sightings shall be reported to the E&S Team.
- Oil, fuels and other potential pollutants or poisonous materials will be stored safely on site.
- On site light sources will be kept to a minimum, and only used as required:
 - When in use, any artificial site lighting will be kept directional to the works area as far as reasonably practicable, reducing any light spill into the wider surroundings, and potentially sensitive habitat (e.g. woodland).
 - When not in use or required, light sources shall be switched off to reduce impact on nocturnal species.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers shall be checked at regular intervals to ensure efficiency.
- See additional noise mitigation measures in *Noise and Vibration and Road drainage and the water environment*.

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

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

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.

- Uncontaminated road planings arising from the works will be fully recycled in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- Any waste containing coal tar will be classed as special waste. This will require landfill disposal to a site capable of accepting coal tar contaminated waste.
- The disposal of special waste is also subject to obtaining a SEPA consignment note and providing advance notice of at least three days prior to any waste movement.

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

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

Noise and vibration

- Residential properties within proximity shall be notified prior to commencement of the works, advising of nature, timings and duration of the works. Please refer to the advisory notification map above.
- In the event of night-time programming, Renfrewshire Council's Environmental Health Department will be notified in advance of the works by the E&S Team.
 - This will be undertaken during weekly notification issue to all Local Authorities for the upcoming Amey programme of works.
- Effects from noise shall 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 delivery of materials to the scheme extents shall be made during daytime and early evening hours where reasonably practicable, to reduce delivery trips required and noise associated by traffic.

Provided that best practice measures are followed, it is predicted that residual impact from noise will be negligible beneficial, with temporary minor adverse impact predicted during construction.

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

Population and human health

Impacts

- TM will involve contraflow utilising northbound (NB) carriageway. This TM arrangement may have the following impacts:
 - Contraflow may cause delays to road users of the A90 carriageway.
 - Local accesses may be temporarily obstructed.
 - The bus stop/layby within the scheme extents will likely be inaccessible during the works, and bus routes may be affected by the carriageway closures.
- There is not likely to be any impact on Cycle Route 77.

Mitigation

- Due to night-time programming, Perth and Kinross Council will be notified in advance of the works. This will be undertaken by the E&S Team.
- Residential properties in proximity of the works will be notified prior to commencement of the works. This notification will contain details of expected nature, timings and duration of the works, in addition to any access restrictions.
- Any closures/diversion routes and any proposed restrictions/travel time impacts will be advertised locally in advance of the works. Diversion routes will be clearly signed.
- Accesses will remain clear where reasonably practicable. Where any obstruction occurs, operatives will grant local access as required.
- Bus stop closures will be advertised in advance of the works.

Provided that best practice measures are followed, it is predicted that residual impact to population and human health will be no change, with temporary minor adverse impact predicted during construction.

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

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 and watercourses if not controlled, which may affect the water environment if not effectively controlled.
- If not appropriately controlled, debris, sediment and run off 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 Guidance for Pollution Prevention (GPPs), will always be followed onsite. This will ensure that any potential sediments/spills are not allowed to enter road drainage unchecked.
- Appropriate measures shall 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 surrounding ground/drains for any spillages/leakage regularly, 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 shall be cleaned from the site following the works.
- Weather reports shall 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 site control measures and SEPA Guidance for Pollution Prevention (GPP) the residual impact for water is considered no change.

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

Climate

Impacts

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

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted.

- Further actions and considerations for this scheme are detailed in the above *Material assets and waste* section.

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

Vulnerability of the project to risks

As the works will be limited to the like-for-like replacement of the carriageway structure, 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 project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The [Scottish Road Workers Commission](#) Interactive Map does not highlight any other works in the area at the time of construction.

[Perthshire Council's Planning Alert Portal](#) does not highlight any proposed developments or planning applications on the A737 carriageway within proximity to the scheme.

Amey's current [programme of works](#) has not highlighted any ongoing works during the timescale or location of the proposed works.

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

Assessments of the environmental effects

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

The following environmental surveys/reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in October 2022.

- A Preliminary Ecological Walkover (PEW) was undertaken by Shannen Allison (Assistant Ecologist) and Rachel Kennedy (Ecologist) on 3 October 2022.

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:

- Construction activities are restricted to the approximate 11879.6m² (1.18ha) area of existing carriageway.
- 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.
- 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.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries 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:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

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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