transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A78 Cumberland Road to Start Dual

Contents

Project Details

Description

The works are required to repair structural defects which have been identified on the A78 Inverkip Road at Cumberland Road to the start of the dual carriageway. Addressing these defects will provide an extended pavement life and will improve road safety and ride quality.

Various inlays will be undertaken (depths from approx. 45mm-250mm) over a stretch of 10,445m^2. Construction activities will include:

- Implementation of Traffic Management (TM);
- Milling out the existing material to the proposed treatment depth;
- Inlays using TS2010 Surface Course 10mm aggregate and AC Binder and Base if required; and
- Removal of TM.

Machinery and plant required will include a roller wagon and paver planer. Materials required will include:

- TS2010 Surface course
- AC20 Bituminous binder
- AC32 Bituminous base

The proposed construction is programmed to be completed within April 2024 during night time hours for approximately 10 nights.

Traffic Management (TM) is still to be confirmed but will likely consist of overnight road closures.

Location

The scheme is located on A78 Inverkip Road at Cumberland Road to the start of the dual carriageway, Gourock, Inverclyde. The scheme extents are located at the following National Grid References (NGRs):

- Start: NS 24875 75479
- End: NS 23908 74991

Please see Figure 1: Scheme Location below.

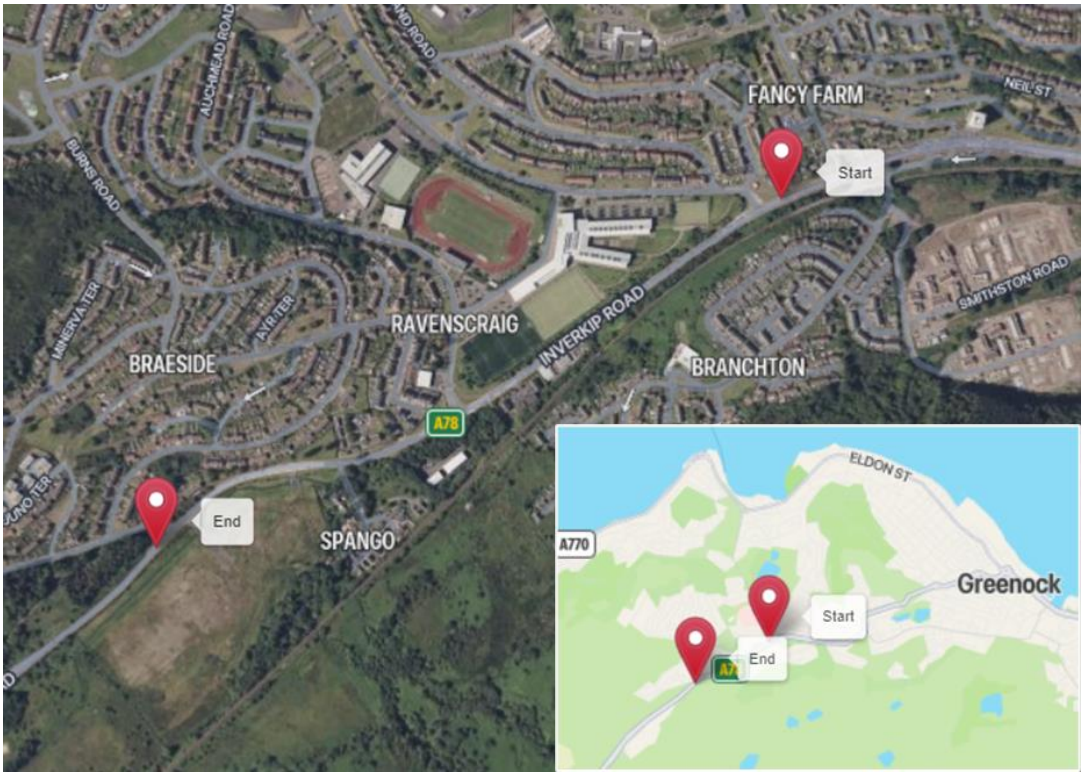

Figure 1 Scheme Location

Description of local environment

Air quality

The scheme is located in a semi-rural area with large areas of grassland and hills adjacent to the south and the town of Inverclyde adjacent to the north. There are over 100 residential properties within 300m of the scheme, the closest being approximately 7.5m north of the carriageway. Other important receptors to note within 200m include:

- Inverclyde Academy (approx. 35m north); and
- Branchton Community Centre (approx. 100m south).

There is also a railway line which runs approximately 20m south of the A78 at the closest point.

In 2022, the Annual Average Daily Flow (AADF) for all vehicles on the A78 where works are to be undertaken (manual count point: 92110) was 15,179 with 166 of those being Heavy Goods Vehicles (HGVs).

The Inverclyde Royal Hospital is approximately 450m north and is registered on the Scottish Pollutant Release Inventory (SPRI) as a site with radioactive substances act activities. Diodes Semiconductors GB Limited is another site registered on the SPRI which is a site within the chemical industry and is located approximately 1km northwest.

Inverclyde Council has not declared any Air Quality Management Areas (AQMAs).

Cultural heritage

A desktop study using Pastmap has been undertaken. No designated cultural heritage assets such as World Heritage Sites, Battlefields, Garden and Designed Landscapes, Scheduled Monuments or Listed Buildings have been identified within 300m of the scheme. There are two non-designated assets that have been identified within 200m of the scheme:

- Greenock, Canmore, period unknown building (Ref: 170920) (approx. 80m north); and
- Branchton Station, Canmore, 20th Century Railway Station (Ref: 198356) (approx. 120m southeast).

There are no Historic Environment Records (HERs) or Conservation Areas within 200m of the scheme.

As the works will remain within the carriageway, it is unlikely there will be any impact on the cultural heritage assets identified above. Therefore, Cultural Heritage has been scoped out for further assessment.

Landscape and visual effects

The scheme is located within the area of Inverclyde on the A78. The surrounding area is semi-rural with large areas of grassland and hills adjacent to the south and the town of Inverclyde adjacent to the north. Views from the road are primarily the trees either side and the surrounding residential properties.

Scotland's Environment Map has not identified any Garden and Designed Landscapes or National Scenic Areas within 500m of the scheme. There is one unnamed area of woodland (approx. 250m southeast) registered on the Ancient Woodland Inventory Scotland (AWIS) within 500m of the scheme.

The Scottish Landscape Character Type (LCT) Map notes the scheme is located within the Urban LCT which suggests the scheme is in a heavily built-up area with a large number of residential and industrial buildings surrounding the scheme.

The Historic Land Assessment (HLA) Map notes the scheme is located within land identified as urban area and is surrounded by land identified as recreation area and rough grazing.

There are no Tree Preservation Orders (TPOs) within the scheme extents.

As the works are minor and operating on a like-for-like basis and will be restricted to the existing carriageway boundary, no permanent changes to landscape features are predicted. Therefore, landscape and visual has been scoped out of further assessment.

Biodiversity

A desktop study has been undertaken using SiteLink and has confirmed no European Designated sites are within 2km of the scheme extents.

There are no Sites of Special Scientific Interest (SSSIs) identified within 200m, the closest is the Dunrod Hill SSSI (approx. 980m south) which is designated for Carboniferous - Permian Igneous (earth sciences).

The NBN Atlas notes the following Invasive Non-Native Species (INNS) have been identified within 1km of the scheme extents:

- Japanese knotweed (*Fallopia Japonica*); and
- Rhododendron (*Rhododendron ponticum*).

However, none have been identified within the scheme extents.

Amey's Environmental Database notes one case of Japanese knotweed within close proximity to the A78 at Branchton Train Station.

Transport Scotland's Asset Management Performance System (AMPS) resource also notes one case of Japanese knotweed within close proximity to the A78 at the same location. AMPs also notes Rosebay Willowherb (*Chamerion angustifolium*) within the scheme extents.

There are no Tree Preservation Orders (TPOs) within the scheme extents.

Scotland's Environment Map has not identified any Ancient Woodland Inventory Scotland (AWIS) within 200m of the scheme, the closest is an unnamed area of woodland (approx. 250m southeast). Scotland's Environment Map has not identified any Local or National Nature Reserves within 200m of the scheme.

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

SiteLink has identified one SSSI designated for geological importance within 2km of the scheme. Dunrod Hill SSSI is approximately 980m south and is designated for Carboniferous - Permian Igneous (earth sciences). There are no Geological Conservation Review Sites within 2km.

Scotland's Soils Map does not have any soil data for the scheme extents. Scotland's Soils Map notes that the land capability for agriculture is urban and therefore has little to no capability.

The British Geology Viewer notes the geological features within the scheme extent are made up of:

- Bedrock geology:

  - Gourock sandstone member - Sandstone.
  - Strathgryfe lava member - Mugearite.
- Superficial deposits:
  - Alluvium - Clay, silt, sand and gravel.

The Scottish Environment Protection Agency (SEPA) Water Classification Map notes the groundwater in the area (ID: 150473, Spango) is considered to be in good condition.

There are no landfill sites within 2km of the scheme extents.

The works will be restricted to the existing carriageway boundary and will have no impact on local land or soils. Therefore, geology and soils has been scoped out for further assessment.

Material assets and waste

Table 1: Materials Required

Activity	Material Required	Origin/ Content
Site Construction	Road surfacing (aggregate and binder); Bitumen; Road paint and studs; Lubricant; Vehicle fuel; and, Oil.	TS2010 surface course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (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. A proportion of Reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.

Table 2: Waste Arising

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road Planings Removed iron/metal components Tar bound materials	On-site investigations of the carriageway (including coring and testing) have been undertaken and highlighted the presence of coal tar in a large number of the cores. Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document

Activity	Waste Arising	Disposal/ Regulation
		'Guidance on the Production of Fully Recoverable Asphalt Road Planings'. All special waste, such as tar bound materials, will be transported by a licenced contractor to a licenced waste facility.

Due to the value of the scheme being less than £350,000, a Site Waste Management Plan (SWMP) will not be required.

Noise and vibration

The scheme is located in a semi-rural area with large areas of grassland and hills adjacent to the south and the town of Inverclyde adjacent to the north. There are over 100 residential properties within 300m of the scheme, the closest being approximately 7.5m north of the carriageway. Other important receptors to note within 300m include:

- Inverclyde Academy (approx. 35m north);
- Branchton Community Centre (approx. 100m south);
- Inverclyde Royal Hospital (approx. 265m north);
- Ravenscraig Activity Centre (approx. 260m north);
- Orchard View Hospital (approx. 270m north); and
- Aileymill Primary School (approx. 300m north).

There is little to no screening at the residential properties from the road, there is a small area of trees at the residential properties at the start point of the scheme, however, it is unlikely to reduce the impacts of noise associated with the works.

Baseline noise in the area is primarily from the A78 as well as the railway line which runs approximately 20m south of the A78 at the closest point.

In 2022, the AADF for all vehicles on the A78 where works are to be undertaken (manual count point: 92110) was 15,179 with 166 of those being HGVs.

Scotland's Noise Map notes that noise levels on the A78 where works are to be undertaken range between 65-<75dB during daytime hours, and range between 55-<65dB during night-time hours.

The scheme is not located within a Candidate Noise Management Area (CNMA).

Population and human health

A study area of 300m has been used for this assessment as the works are minimal and like-for-like and are unlikely to impact any receptors beyond 300m.

There are five bus stops within the scheme extents.

There are no core paths within the scheme extents however the Inverclyde Core Paths Plan notes there is one core path which runs along the pedestrian pavement adjacent to the carriageway, Core Path 20A which runs along the A78 leading west where it breaks off onto Flatterton Road.

There are no National Cycle Network Routes or British Horse Society (BHS) riding tracks within 300m of the scheme extents.

There is streetlighting which runs along either side of the carriageway for the full scheme extents.

Road drainage and the water environment

There is one watercourse within 500m of the scheme, Spango Burn is approximately 2.5m south at the closest point to the A78. Spango Burn is not classified by the SEPA Water Classification Map but SEPA's Flood Risk Map notes it as being of high-risk surface water flooding (high-risk surface water flooding refers to a 10% chance of flooding every year). The full stretch of the A78 where works are to be undertaken also has a high-risk of surface water flooding.

The SEPA Water Classification Map notes the groundwater in the area (ID: 150473, Spango) is considered to be in good condition.

The scheme is not located within a Nitrate Vulnerable Zone.

Drainage within the scheme extent is via gullies which run along either side of the carriageway.

Climate

Carbon Goals

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 (Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot (www.gov.scot). 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 (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance (Guidance – Environmental Impact Assessments for road projects (transport.gov.scot)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges (Design Manual for Roads and Bridges (DMRB)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a temporary impact on local air quality levels.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.

Mitigation

The following best practice as outlined in the Guidance on the assessment of dust from demolition and construction (2023) published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

The residual significance of effects is considered not significant and does not warrant any further assessment in accordance with DMRB Guidance document LA 105: Air Quality.

Biodiversity

Impacts

- An increase in noise levels has the potential to disturb any unidentified protected species nearby.
- Misdirected site lighting could cause disturbance to any surrounding nocturnal species or protected species.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the Sustainability Solutions Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- As part of the Network Management Contract, Amey, on behalf of Transport Scotland, have been asked to keep a record of various target species, including Rosebay willowherb and Common ragwort. Works will not cause the spread of this species. If works are likely to result in the spread of this species through disturbance, the landscaping team will be consulted.

On the condition that the above mitigation measures and best practice are adhered to, the residual effect on local biodiversity is considered not significant.

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.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- Greenhouse Gas (GHG) emissions will be generated by material production and transporting to and from site.
- Tar bound materials have been identified after coring.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- All waste leaving the site will be removed from site by a licence waste carrier. All waste documentation will be provided when requested.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot to reduce haulage and scheme associated journeys.
- Where possible all materials will be separated into different waste streams and reused throughout the network, if not possible they will be recycled locally.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.
- Road planings containing coal tar will be classed as special waste and removed from site to an appropriately licenced facility.

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

Noise and vibration

Impacts

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and

nearby receptors will benefit from the improved road surfacing as a result of the scheme.

- Noise heavy works are required during night-time hours, which could cause disturbance for the nearby amenity users. It is also anticipated that noise heavy works could cause day-time disturbance.

Mitigation

- The noisiest works will be completed before 23:00 where feasible.
- Plant/machinery will be fitted with silencers/mufflers.
- No plant, vehicles or machinery will be left idling when not in use.
- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance.
- The Amey Noise & Vibration briefing will be delivered to all site operatives before works start.
- Due to night-time programming, Inverclyde Council have been notified prior to works. Residential properties within 300m will be notified via letterbox drop.

With best practice mitigation measures in place, the residual construction effects associated with Noise and Vibration is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- TM will likely cause travel delays for road users.
- The works will improve the quality of the road and therefore will benefit road users.
- Local accesses may be temporarily obstructed.
- The core paths mentioned above will not be impacted by the works.
- As closure of the bus stops is required, a temporary bus stop and clear signage will be put in place.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.

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

With best practice mitigation measures in place, the residual construction effects associated with Population and Human Health is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water and coastal water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may negatively affect the distant water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- 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.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The Amey control room will be contacted if any pollution incidences occur.
- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on SEPA's Guidance for Pollution Prevention (GPP) documents (particularly GPP5 and PPG6).

Providing all works operate in accordance with current best practice, as demonstrated by the Scottish Environment Protection Agency's (SEPA's) GPPs, the residual effect on Road Drainage and the Water Environment is considered not significant.

Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

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 running 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 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 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 project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Assessment cumulative effects

The Scottish Road Works Commissioner's Interactive Map has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any works within the scheme extents.

According to the Inverclyde Council's Planning Portal, there are no on-going or future planning applications within the proposed works which will have a cumulative impact on this scheme.

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.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

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:

- An Initial Environmental Review (IER) of the scheme, undertaken by the Sustainability Solutions Team at Amey in January 2024.

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:

<u>Characteristics of the scheme:</u>

- Construction activities are restricted to the approximate 10,445.34m^2 area of existing carriageway.
- No impacts on the environment are expected during the operational phase as a result of works.
- 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.

- The works will be temporary and localised and completed during night-time hours.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- 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.

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:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- 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.

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

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, March 2024

Follow us:

transcotland

@transcotland

transport.gov.scot

Scottish Government
Riaghaltas na h-Alba
gov.scot