



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A8 Inverclyde Sign to Woodhall Roundabout Westbound

Contents

Project Details	4
Description.....	4
Location	5
Description of local environment.....	5
Air quality	5
Cultural heritage	6
Landscape and visual effects	6
Biodiversity	7
Field Survey	7
Consultation	8
Geology and soils.....	8
Material assets and waste	9
Key Materials Required for Activities	9
Waste Arising from the Works	9
Noise and vibration	10
Population and human health.....	10
Road drainage and the water environment	10
Climate.....	11
Description of main environmental impacts and proposed mitigation	12
Air quality.....	12
Biodiversity	13
Material assets and waste	14
Noise and vibration	14
Population and human health.....	15
Road drainage and the water environment	16
Climate.....	17
Vulnerability of the project to risks	17
Assessment cumulative effects	17
Assessments of the environmental effects.....	18
Statement of case in support of a Determination that a statutory EIA is not required.....	18
Annex A.....	20

Project Details

Description

Works are required to maintain the safety and integrity of a section of the A8 carriageway, which is currently exhibiting signs of defects in the form of potholing, extensive fretting, chip loss, and localised areas of transverse cracking. In addition, the surface course throughout the scheme is aged worn hot rolled asphalt.

Construction work will involve the milling and replacing of the defective surface course over an approximate 1.8km stretch of the A8 carriageway, with targeted structural inlays where required. The total works area is approximately 16,415m² (1.6ha).

The treatment will consist of a surface course replacement using TS2010 material with isolated deeper inlays being utilised, should any structural defects be identified. The proposed construction activities will entail the following:

- Milling of existing bituminous material by road planer.
- Additional bituminous material removed by jack hammer/excavator, where not accessible by planer.
- Road sweeper to collect any loose material.
- HGV for removal and replacement of material.
- Tack / bond coat applied.
- New bituminous material laid by a paver.
- Material compacted using a heavy roller.
- New road markings/chevrons carried out where needed.
- Road studs replaced where necessary.

These works are programmed to take place in May 2022, with exact dates and timings yet to be confirmed. The works are likely to be undertaken during both daytime and night-time programming.

Traffic management (TM) for the scheme will involve closure of the WB carriageway, facilitated by contraflow measures on the EB carriageway which will be in place 24hrs continuous until completion of the works.

This scheme will be carried out in conjunction with two additional schemes in proximity.

Location

The scheme is located on a semi-rural section of the A8 carriageway east of Port Glasgow, Inverclyde. The National Grid References (NGRs) for the scheme extents are given below:

- Scheme Start: NS 36414 73910
- Scheme End: NS 34935 73886

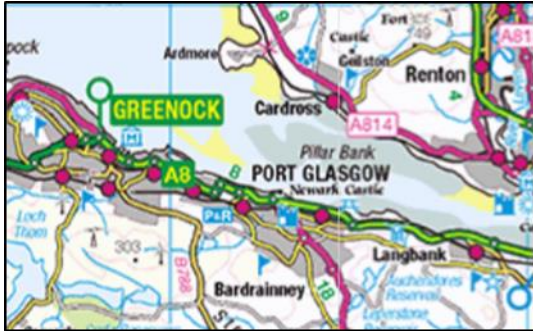


Figure 1 - Scheme Location

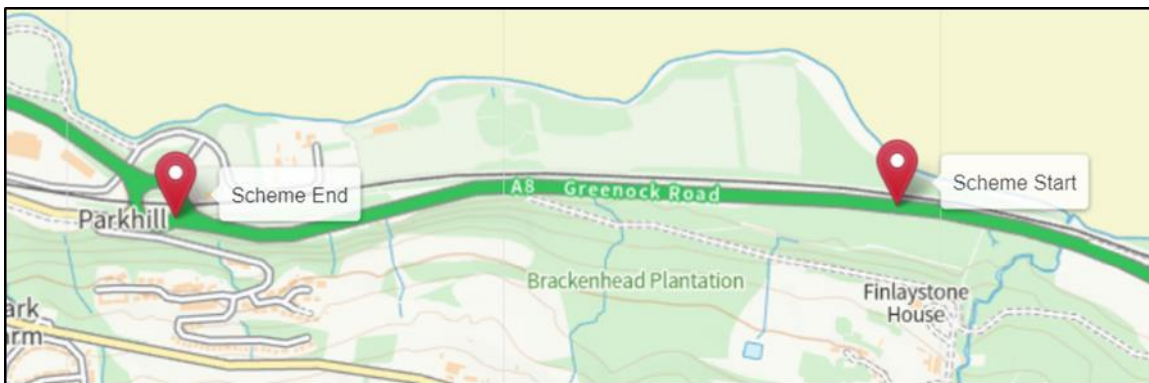


Figure 2 - Scheme Extents

Description of local environment

Air quality

This stretch of the A8 carriageway falls within a semi-rural, coastal section of Inverclyde. Surrounding landscape consists of woodland and areas of scrub/grazing. A railway line is located adjacent to the EB carriageway for the full scheme extent.

The A8 is a key route through Inverclyde. In 2020, this section of carriageway had an [annual average daily flow](#) (AADF) of 20,903 vehicles, with 3.8% of these being Heavy Goods Vehicles (HGV).

Inverclyde council has not declared any [Air Quality Management Areas](#) (AQMAs).

Cultural heritage

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

- A Scheduled Monument, Timber Ponds, located approx. 60m north of the A8 carriageway, which extends along the full extent of the scheme.
- Garden and Designed Landscape (GDL), Finlaystone House, which encompasses the woodland adjacent to the WB carriageway for the majority of the scheme extent.

Works will be restricted to the existing carriageway boundary and already engineered layers and will not impact upon the surrounding landscape or have potential to impact on any undiscovered features of cultural heritage.

It has been determined that the proposed project will not have direct or indirect significant effects to features of undiscovered cultural heritage.

Landscape and visual effects

This stretch of the A8 carriageway falls within a semi-rural, coastal section of Inverclyde. Surrounding landscape consists of woodland and scrub/rough grazing. Vegetated strips flank the carriageway for the majority of the scheme.

Historic Environment Scotland's [HLAMap](#) has highlighted the surrounding landscape as a combination of managed woodland, seashore, designed landscape, and rectilinear fields and farms.

[Finlaystone House GDL](#) encompasses the woodland adjacent to the WB carriageway for the majority of the scheme extent. No additional areas designated for landscape quality or special characteristics have been highlighted within proximity to the works location.

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.

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

Biodiversity

The scheme is located along the A8 carriageway within a semi-rural coastal setting, between Port Glasgow and Langbank. Areas of woodland and rough grazing surround the proposed scheme, and Clyde estuary is located to the north.

A desktop study using [Nature Scot's Sitelink online interactive map](#) has highlighted the following designated sites located within close proximity to the scheme extents:

- Inner Clyde: RAMSAR, located approx. 70m north of the scheme at the closest point. This site has been designated for presence of Redshank *Tringa totanus*, (non-breeding).
- Inner Clyde: Special Protection Area (SPA), located approx. 70m north of the scheme at the closest point. This site has been designated for presence of Redshank *Tringa totanus*, (non-breeding).
- Inner Clyde: Site of Special Scientific Interest (SSSI), located approx. 70m north of the scheme at the closest point. This site has been designated for presence of Cormorant *Phalacrocorax carbo* (non-breeding) & Eider *Somateria mollissima* (non-breeding).

Amey's Roadkill Database (2000 – 2022) has not highlighted any record of protected species roadkill within the scheme extents.

Amey's Invasive Non-Native Species (INNS) database has highlighted two records of Himalayan balsam *Impatiens glandulifera* at the eastern scheme extents. These growths are located beyond the railway line which runs adjacent to the EB carriageway.

The NBN Atlas (2012-2022) has highlighted the following protected species (as per commercially available records) within 2km of the scheme location:

- Soprano pipistrelle *Pipistrellus pygmaeus*
- Brown long-eared bat *Plecotus auritus*

Field Survey

A field survey was undertaken by the Amey E&S Team in August 2021. The ground was largely flat and waterlogged in some areas (as evidenced by the presence of bulrush *Typha latifolia*). The majority of undergrowth comprised of lady fern *Athyrium filix-femina* and rhododendron *Rhododendron ponticum*.

A well-worn path was noted throughout the length of the accessible woodland. No other more definitive signs were noted to confirm the presence of protected species in this area.

Given the restriction of movement (i.e. stone wall and road/rail lines) and lack of field signs, it is unlikely that this area is inhabited by protected species.

No other signs of protected or invasive species were noted during the survey. A follow up survey will not be required.

Consultation

Wintering birds redshank *Tringa tetanus*, cormorant *Phalacrocorax carbo*, and eider *Somateria mollissima* reside in the nearby Inner Clyde estuary during the wintering period between August and March.

NatureScot were consulted to advise of the proposed works located within proximity of Inner Clyde RAMSAR, SPA and SSSI, designated for wintering bird presence.

Response from NatureScot confirmed that as long as works were undertaken out with this wintering period (August to March), no impact is predicted for the quantifying features of these sites, as they will not have arrived back on migration during the period when the works are ongoing.

Geology and soils

The [National Soil Map of Scotland](#) identifies the local soil type as brown earths.

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

- Bedrock:
 - Inverclyde Group - Sandstone with Subordinate Argillaceous Rocks and Limestone. Sedimentary Bedrock formed approximately 345 to 359 million years ago in the Carboniferous Period. Local environment previously dominated by rivers.
- Superficial Deposits:
 - Raised Marine Deposits of Holocene Age - Clay, Silt, Sand and Gravel. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by shallow seas (U).

All works will operate on a like-for-like basis and remain restricted within the existing carriageway footprint. No excavations beyond the existing engineered footprint will be required as part of the works, and as such no soils will be impacted.

It has been determined that the proposed project will not have direct or indirect significant effects to local soils or geomorphological features.

Material assets and waste

Key Materials Required for Activities

Materials

The following materials will be required for the works:

- AC32 Base
- AC20 binder,
- TS2010 SMA Surface course
- Road paint
- Vehicle fuel
- Oil

Origin / Content

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.

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.

Waste Arising from the Works

Waste Types

The following waste will be produced as a result of the works:

- Road planings
- Removed pavement foundation and bounding material
- Road paint/studs

Disposal/ Regulation

Further on-site investigations and testing are required to determine presence of coal-tar within the surfacing of the carriageway within the scheme extent. Presence of

coal tar within the expected waste material must be confirmed prior to commencement of works.

Any road planings containing coal tar will be classed as special waste, and will be disposed of to a suitably licenced facility.

Uncontaminated road planings generated as a result of the works will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'

Noise and vibration

The scheme is located on a semi-rural section of the A8 carriageway, which is a key route through Inverclyde. In 2020, this section of carriageway had an [annual average daily flow](#) (AADF) of 20,903 vehicles, with 3.8% of these being Heavy Goods Vehicles (HGV).

A railway line travels adjacent to the EB carriageway for the full scheme extent.

Several residential properties exist within close proximity, at the western scheme extent. The closest properties are located on Silverbirch Wynd, approx. 40m south of the A8 carriageway.

The ambient noise levels are likely to be influenced by vehicle and railway traffic, in addition to various agricultural and urban land use practices within the surrounding environment.

The scheme does not fall within any [Candidate Noise Management Areas \(CNMA\)](#).

Population and human health

Inverclyde's [Core Path 42](#) travels adjacent to the westbound carriageway for the entirety of the scheme extents, separated by a thin grassed verge and intermittently by a vehicle restraint system (VRS).

A layby is located adjacent to the WB carriageway within the scheme extent.

No accesses exist within the scheme extents.

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 Clyde Estuary, which

flows approx. 70m north of the scheme at its closest point. This has been given an overall status of 'Moderate Ecological Potential' by SEPA.

Finlayston Burn (unclassified by SEPA) flows below the carriageway approx. 340m east of the scheme, outflowing into the Clyde Estuary.

The [Indicative River & Coastal Flood Map](#) by SEPA has highlighted the majority of the A8 carriageway within the scheme extents to be at risk of surface water flooding.

Road drainage is provided by a combination of side and top entry gullies and filter channel drainage throughout the scheme.

Climate

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act 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 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.

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

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

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- Traffic Management (TM) for the works is yet to be confirmed, however will likely involve contraflow measures.
 - Due to containment within the A8 carriageway, TM is not predicted to result in any increase of vehicle emissions in the surrounding road network.
- 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 a potential to produce airborne particulate matter that may have a slight impact on local air quality levels.

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 neutral.

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

Biodiversity

Impacts

- No impacts are predicted to the nearby designated sites, as agreed by NatureScot.
 - In the event that programming changes and works are required to be undertaken within the wintering bird period (August to March), there is potential for disturbance to nearby wintering birds.
- There is potential for protected species to be active within the local surrounding area.
- In the event of night-time programming, misdirected site lighting could cause disturbance to any surrounding nocturnal species.
- In the event of night-time programming, additional noise from construction activities could cause disturbance to any surrounding nocturnal species.
- INNS is not likely to be present within the area of works, due to sufficient distancing and location behind the nearby a railway line.

Mitigation

- All temporary lighting will be directional and pointed away from sensitive ecological receptors, such as wooded areas.
- In the event of observing a protected species on the live working site, all works will temporarily stop until the animal has moved on. The control room will be contacted for environmental record.
- Noise mitigation measures as outlined in the *Noise and Vibration* section below will be adhered to during the works.
- In the event of a change to programming resulting in the works being undertaken within the wintering bird period (August-March), the following will be undertaken:
 - Habitats Regulations Appraisal (HRA) Stage 1 Screening will be undertaken by an Amey Ecologist, to determine likely significant effects (LSE), or rule out LSE;
 - Further consultation with NatureScot, if required.

On the condition that best practice is adhered to, residual impact to local biodiversity is considered neutral 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 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.
- Waste will be treated at a licenced facility to separate useful materials as far as reasonably practicable, recovering this waste and diverting it from landfill.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change.

It has been determined that the proposed project will not have direct or indirect significant effects to the consumption of material assets or disposal 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 improved road surfacing as a result of the scheme.
- There is potential for temporary disturbance to nearby residential properties due to an increase in baseline noise levels from construction works.

Mitigation

- Inverclyde Council's Environmental Health Teams will be notified of night-time working, if required. This will be undertaken by the Amey E&S Team.
- Residential properties within proximity (as highlighted by a pre-notification map issued to the design team) shall be notified prior to the works starting; detailing the nature, timings and duration of works along with traffic management arrangements.

- 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.
- Where feasible, noisy works will be undertaken before 23:00.
- Operatives will avoid extraneous noise whilst on site and will be briefed using Noise and Vibration environmental briefing.

Provided that best practice measures are followed, it is predicted that residual impact from noise will be neutral, with temporary slight 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

- Traffic Management (TM) for the works is yet to be confirmed, however will likely involve overnight closures of the WB carriageway, facilitated by contraflow measures on the EB carriageway.
 - Vehicle users may experience slight delays due to presence of TM, which may lead to driver frustration.
- Presence of works/TM may result in temporary obstruction of the WB layby.
- Presence of works/TM may result in temporary obstruction of the adjacent footway/Core Path.
- TS2010 road surfacing will be utilised. TS2010 can improve the skid resistance of the road.
- The use of TS2010 is shown to have superior durability to standard road mixes as such this will extend the life span of the carriageway preventing the need for reoccurring routine maintenance and associated levels of disruption.

Mitigation

- If works result in obstruction of the adjacent footway/Core Path, operatives will establish an alternative appropriate route to allow pedestrians of all ability to pass-by the works.
- In the event of layby closure, this will be clearly signed on approach.
- Advance traffic signs will be placed prior to works in an effort to minimise disturbance to vehicular travellers, and will inform road users of expected duration, timings, and any temporary traffic management arrangements/restrictions.

Provided that best practice measures are followed, it is predicted that residual impact to population and human health will be neutral, with temporary slight 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.
- There is potential for flooding to occur within the works area.
- In the event of a flooding incident, the works will carry an increased risk of allowing fine sediments/debris to become mobilised in surface water

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 neutral.

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

Climate

Impacts

- Greenhouse gas (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 greenhouse gas 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

Amey's current programme of works features nearby schemes programmed within May 2022, including *A8 Finlaystone to Langbank* and *A8 Marypark Rd to Inverclyde Boundary*. The combined construction of these scheme may result in a combined

effect on nearby receptors, such as vehicular travellers and residential/sensitive properties.

A review of [Inverclyde Road Works](#) and [Road Works Scotland](#) has not highlighted any upcoming or current works that may have a potential cumulative effect on the local population or users of the A8 carriageway.

Impact will be mitigated through effective planning of traffic management. The cumulative works may result in a temporary slight adverse impact during construction, with a residual slight beneficial impact on local population.

Any future Amey 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 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 Environmental and Sustainability Team at Amey in March 2022.
- An ecological site walkover, conducted in August 2021.
- High-level HRA screening was undertaken in July 2021 to determine any LSE on nearby sensitive sites, supplemented by consultation with NatureScot.

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 16,415m² (1.6ha) area of existing carriageway.
- At end of life, components can be recycled, reducing waste to landfill.
- 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.
- Road planings will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- 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 located within, however is located within proximity to a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
 - Consultation with NatureScot confirmed that, due to programming out with the wintering bird period (August to March), no impact is predicted to the quantifying features of the nearby designated sites.

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.
- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- The successful completion of the scheme will afford benefits to residential properties in proximity, due to improved condition and ride quality of the carriageway surface, and improved carriageway drainage.
- 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.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

© Crown copyright 2022

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

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

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

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

Published by Transport Scotland, April 2022

Follow us:



transport.gov.scot



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