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Environmental Impact Assessment Record of Determination

A6091 Galafoot Bridge – Deck Refurbishment and Parapet Cope Installation

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out a bridge deck refurbishment scheme; including, installation of new waterproofing, concrete deck repairs (if required), footway works, installation of new sub-surface drainage, carriageway resurfacing, and replacement of gullies (if required). In addition to the deck refurbishment, works to this bridge will also involve the installation of steepled coping to the top of the parapets on both carriageways as an additional anti-climb measure.

Construction activities for the bridge deck refurbishment and parapet cope installation procedure are as follows:

- Set up traffic management (TM) and mark out site,
- Reinstating kerbs,
- Replacement of gullies (if required),
- Milling of existing bituminous material by road planer (between expansion joints and up to 15m either side on the approach to the expansion joints),
- Jackhammer and compressor for breaking up surfaces not accessible by planer (e.g. around gullies),
- Planing of footway between expansion joints,
- Removal of the existing waterproofing system,
- Concrete deck repairs (if required),
- Loader/excavator used to collect and move excess material,
- Sweeper to collect loose material and provide clean laying surface,
- Milled out/excavated materials all taken off site,
- Installation of new waterproofing system,
- Binder material laid and compressed by paver (where required),
- Material compacted using a heavy roller,
- New bituminous surface course material laid by paver,
- Material compacted using a heavy roller,
- Mechanical sweeper to collect loose material,
- HGV for removal and replacement of material,
- Road markings and studs applied where necessary (in accordance with Chapter 5),

- Coping to be installed on top of existing parapet (along the full length) by drilling holes into the existing parapet rails and bolting / screwing copes into place,
- Tidy site, move TM and repeat all steps on the opposite carriageway,
- Coring through the bridge deck, likely near the eastern abutment (where required), to connect a new sub-surface drainage pipe to the existing drainage within the bridge, and
- Tidy site, remove TM and open road.

The works are programmed to be completed within the 2026/2027 financial year with works expected to begin on 10th August 2026. Works will be undertaken over approx. four weeks (working hours TBC). TM is currently programmed to be a 24/7 closure of one lane, with one-way traffic on the other lane until works are complete. The diversion route for the closed lane will be via Tweedbank Roundabout, B6360, A7, and Kingsknowe Roundabout.

A full night-time road closure may be required for some elements of the works. The diversion route will be the same as above.

Location

The scheme lies on the A6091 Galafoot Bridge within the town of Galashiels (Figure 1).



Figure 1. Extents of the Works. - Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

Receptors – refer to ‘Population and Human Health’.

A search of the [Air Quality in Scotland](#) online mapping tool records for air quality monitoring sites in the wider area show bandings in the ‘green zone’ (Low Index 1-3).

The scheme lies within the boundary of the Scottish Borders Council which has no active Air Quality Management Areas (AQMAs). The nearest AQMA, ‘High Street, Musselburgh’, lies approx. 40km northwest of the scheme and has been declared for nitrogen dioxide (NO₂).

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

- Galashiels STW, Winston Road, Galashiels – Waste and Wastewater Management declared for methane, located approx. 0.4km northeast of the scheme.
- Easter Langlee Landfill Site, Galashiels – Waste and Wastewater Management declared for chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), methane, and methyl chloroform, located approx. 1.7km northeast of the scheme.

Baseline air quality in the study area is mainly influenced by vehicles travelling along the A6091. Secondary sources are likely derived from vehicles travelling along the local road network, as well as surrounding woodland land management and urban activities.

Cultural heritage

The [PastMap](#) and [Historic Environment Scotland \(HES\)](#) online mapping tools record four designated cultural heritage features within 300m of the scheme extents. These include:

- Three Listed Buildings:
 - [Selkirk Road Kingsknowes Hotel Including Conservatory \(LB31999\)](#) Category A approx. 85m west;
 - [Nether Road, Gala Fairydean Football Stadium \(Lb50711\)](#) Category A approx. 285m northwest; and,

- [Tweed Road, Kingsknowes Lodge Including Entrance Gateway And Garden Walls \(LB50722\)](#) Category C approx. 290m northwest.
- Abbotsford Garden and Designed Landscape [Abbotsford \(GDL00001\)](#) bordering the westbound carriageway within the scheme extents.

Of lesser cultural heritage value, three undesignated cultural heritage assets (UCHAs) lie within the scheme extents, including:

- National Record of the Historic Environment (NRHE) and Historic Environment Record (HER) ([ref 278438](#)), which relates to Galafoot Bridge.
- 'Galashiels, Selkirk Junction' HER ([ref 283974](#)), which relates to a Railway Junction (19th century) and is spanned by the western extent of the scheme.
- Abbotsford Designed Landscape HER ([ref 343274](#)), which relates to a modern landscape bordering the westbound carriageway at the eastern extent of the scheme.

An additional approx. 20 UCHAs lie within 300m of the scheme extents, with the next closest being 60m northeast of the scheme.

Construction of the A6091 carriageway is likely to have removed any archaeological remains that may have been present within the trunk road boundary. The potential for the presence of unknown archaeological remains in the study area is therefore assessed to be low.

Landscape and visual effects

The scheme is not situated within 300m of a [National Scenic Area](#) or [National Park](#) (NP).

The Landscape Character Type (LCT) within the study area is 'Settled Upland Fringe Valley' (no. 118) ([Scottish Landscape Character Types](#)). The key characteristics given for LCT no. 118 are:

- Medium to large-scale flat-bottomed valley, enclosed by undulating upland fringe hills.
- Smooth large-scale landform modified in places by undulating moraine deposits, steep bluffs and terraces cut by meandering river.
- Neat pattern of medium sized arable and pasture fields, divided by hedgerows, often with mature trees.
- Mature broadleaf woodlands and shelterbelts prominent along valley floor and lower slopes.
- Coniferous woodlands on valley sides contrasting with pastures, often well integrated into landscape.

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

- Freshwater area,
- Urban area,
- Recreation area,
- Designed landscape,
- Managed woodland,
- Industrial or commercial area,
- Plantation, and
- Rectilinear fields and farms.

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

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

There are three areas of native woodland registered on the [Native Woodland Survey of Scotland](#) (NWSS) within 300m of the scheme extents. These include:

- Approx. 4.18ha of native lowland mixed deciduous woodland, which is located approx. 120m north/northeast of the scheme extents.
- Approx. 1.64ha of native lowland mixed deciduous woodland, which is located approx. 135m southwest of the scheme extents, connected by broadleaved woodland which borders the westbound carriageway.
- Approx. 0.71ha of nearly-native lowland mixed deciduous woodland, which is located approx. 260m northeast of the scheme extents.

There are no areas of woodland registered on the [Ancient Woodland Inventory Scotland](#) within 300m of the scheme extents. Also, there are no individual trees covered by a Tree Preservation Order (TPO) within 300m of the scheme extents. However, the woodland alongside Boleside Road, which borders the westbound A6091 on the west side of the River Tweed, is subject to a TPO (ref SBC38) ([Spatialhub Web Map](#)).

Additionally, the following woodland borders the A6091 within the scheme extents:

- Approx. 1.13ha broadleaved woodland borders the eastbound carriageway on the western side of the River Tweed.
- Approx. 2.86ha broadleaved woodland borders the eastbound carriageway on the east side of the River Tweed.

- Approx. 2.43ha broadleaved woodland borders the westbound carriageway on the east side of the River Tweed.

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

Biodiversity

The [NatureScot Sitelink](#) online mapping tool identifies that the scheme is situated above the River Tweed Special Area of Conservation (SAC). Otherwise, the scheme extents are not located within 2km of, and do not share connectivity with, any other 'European Sites' designated for biodiversity features e.g., Special Protected Area, Ramsar site.

The River Tweed Site of Special Scientific Interest (SSSI) (EU Site Code: 135386) underpins the River Tweed SAC below the scheme extents.

Abbotsford Local Nature Conservation Site (LNCS) borders the westbound A6091 on the east side of the River Tweed within the scheme extents ([Spatialhub Web Map](#)). There are no Local Nature Reserves (LNRs) designated for biodiversity features within 300m of the scheme extents.

The NBN Atlas holds records of numerous bird species within 2km over a ten-year period. Under the Wildlife and Countryside Act 1981 (as amended), all wild birds and their active nests (typically active March to August inclusive) are protected. No other species of conservation concern have been recorded within 2km of the scheme (within the last 10 years). Only records with open-use attributions (OGL, CC0, CC-BY) were included in the search criteria.

BEAR Scotland's Environment Team undertook an environmental constraints survey (ECS) for another scheme on 4th September 2025. No protected species or evidence of protected species was recorded during the survey, however broadleaved woodland was recorded surrounding each end of the Galafoot Bridge, with suitable habitat for nesting birds located within five metres of the bridge.

During the survey, INNS 'Himalayan balsam (*Impatiens glandulifera*)' and injurious weed 'creeping thistle (*Cirsium arvense*)' were recorded on both banks of the River Tweed (with the former being located close to the water's edge), while rosebay willowherb (*Chamaenerion angustifolium*) was also recorded along the western bank of the River Tweed. However, no INNS were noted on the trunk road verge.

A search of the NBN online mapping tool records the following plant species, as listed within the Network Management Contract (NMC), within 2km of the scheme extents (within the last 10-years):

Two Invasive Non-Native Species (INNS):

- Japanese knotweed (*Reynoutria japonica*).
- Giant hogweed (*Heracleum mantegazzianum*).

The closest record pertains to giant hogweed, which has been recorded at the eastern end of the scheme extents (recorded in 2018), with a co-ordinate uncertainty of 7.1m. However, as noted above this was not identified during the ECS.

A search of the Asset Management Performance System (AMPS) online mapping tool records two infestations of the invasive native perennial, rosebay willowherb in both the eastbound and westbound verges of the A6091, located approx. 15m and 35m west of the scheme extents respectively. No date is given for these infestations.

Habitat immediately bordering the trunk road tends to be of low intrinsic value because the existing road verge is subject to cyclic maintenance e.g., grass cutting, weed control, tree, and shrub cut-back etc. The roadside verges within the scheme extents are comprised of managed grass with street lighting, bordered by short sections of vehicle restraint systems (VRS) at either end of Galafoot Bridge. Roadside vegetation generally offers low ecological habitat due to its limited scale, fragmented nature and high potential for disturbance owing to cyclic trunk road landscape maintenance, and the proximity of the trunk road (with its fast-flowing traffic). The presence of the trunk road also restricts continuity of, and connectivity between, habitats either side of the trunk road boundary.

Outwith the trunk road boundary, there are urban and recreational areas with some woodland. Woodland has wildlife value, providing shelter, as well as foraging grounds and commuting corridors for birds and small animals. In addition, the River Tweed spanned by the A6091 is likely to offer extensive areas of suitable habitats for a number of species.

Geology and soils

There are no geological SSSIs or Geological Conservation Review Sites within 300m of the scheme extents ([SiteLink](#)). Additionally, there are no [Local Geodiversity Sites](#) (LGS) with connectivity to the scheme extents.

The [National Soil Map of Scotland](#) online mapping tool records the Generalised Soil Type within the scheme extents as:

- Brown Soils.

The Major Soil Group is recorded as:

- Brown Soils.

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

- Glaciofluvial deposits (gravel, sand and silt).
- Alluvium (clay, silt, sand and gravel).

The bedrock geology in the scheme extents is recorded as:

- Hawick Group (Wacke).

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

Given the restriction of the works to the A6091 carriageway and the lack of any excavation works, local geology and soils are unlikely to be affected by the proposed works. Therefore, “Geology and Soils” has been scoped out of further environmental assessment.

Material assets and waste

The proposed works are required to refurbish the bridge deck and increase the height of the existing parapets. Materials used will consist of:

- Concrete,
- Asphalt (including HRA 35/14 F surface course and a binder course),
- Tensar Glasstex p100 pavement reinforcement layer,
- Waterproofing,
- Bitumen,
- Line marking paint,
- Road studs,
- Drainage materials,
- Gullies (if required),
- Galvanised steep copes.
- Associated fixings (screws / bolts).

The scheme has a value greater than £350,000. As a result, a Site Waste Management Plan (SWMP) is required.

The main wastes produced during the works will be road planings (bituminous materials) none of which is classified as hazardous material containing coal tar. Additional waste materials will include defective concrete and concrete kerbs, all of which will be removed from site.

Noise and vibration

Receptors - refer to 'Population and human health'.

Works are not located within a [Candidate Quiet Area](#) (CQA).

The Day, Evening and Night modelled noise level (LDEN) ranges between 45 decibels (dB) and 70dB within the scheme extents, (generally) reducing to between 55dB and 60dB at the nearest noise sensitive receptor (NSR) (residential property) ([Scotland's Environment Scotland's Noise](#)). Noise levels are mainly influenced by vehicles travelling along the trunk road.

Secondary sources are likely derived from vehicles travelling along the local road network, as well as surrounding woodland land management and urban activities.

Population and human health

Over 100 residential properties lie within 300m of the scheme extents. The nearest is located approx. 25m north of the scheme extents on the western bank extents of the scheme. While it is located within close proximity the property does not have a direct access from/to the A6091. All properties are screened from the scheme extents by tree shelterbelts, intervening properties and/or topography.

Of note, Knockomie Hotel also lies approx. 100m west, with limited screening from the scheme extents by occasional broadleaved trees.

Local footpaths border the A6091 on either side of the bridge, and the footpath on the eastbound side of the trunk road extends beyond the bridge in both directions.

Two core paths intersect the scheme extents ([Spatialhub Web Map](#)), including:

- Core path (ID: 189), which is part of the National Cycle Network (NCN) route 1, and is also known as 'Boleside Road' and used by motor vehicles. It is a single-track road which runs underneath the scheme extents on the west side of the River Tweed.

- Core path (ID: 1), also known as 'The Black Path', is a footpath which crosses underneath the Galafoot Bridge at the eastern abutment.

Bus stops are located either side of the A6091 immediately east of the scheme extents. These are:

- Galafoot Bridge (ID: 72723854), which is located at NGR NT 51043 34649 on the eastbound A6091.
- Galafoot Bridge (ID: 72723846), which is located at NGR NT 51050 34629 on the westbound A6091.

Street lighting is present within the scheme extents.

The A6091 is a single carriageway and the national speed limit applying throughout. The speed on the connecting roundabout is 40-mph. The Average Daily Traffic (ADT) flow on the A6091 is moderate (13,035 motor vehicles (ID: ATC07037, 2026 data)) ([Drakewell Traffic Data](#)).

Road drainage and the water environment

The [Scottish Environment Protection Agency](#) (SEPA) River Basin Management Plan online mapping tool records one classified surface watercourse, which is spanned by the scheme extents:

- River Tweed (Ettrick Water to St Boswells Burn confluences) (ID: 5202) is spanned by the A6091 Galafoot Bridge within the scheme extents. The River Tweed is a river in the River Tweed catchment of the Solway Tweed river basin district and has a main stem approx. 21.98km in length. The River Tweed has been assigned a Water Framework Directive 2000/60/EC (WFD) overall status of 'Good', an overall ecological status of 'Good', and a fish barrier status of 'High'.

One other classified surface waterbody lies within 300m of the scheme extents:

- Gala Water (Arnet Water confluence to River Tweed) (ID: 5280) flows into the River Tweed approx. 220m northeast (downstream) of the scheme extents. The Gala Water is a river in the River Tweed catchment of the Solway Tweed river basin district and has a main stem approx. 27.3km in length. The Gala Water has been assigned a WFD overall status of 'Moderate ecological potential', an overall ecological status of 'Bad', and a fish barrier status of 'High'.

There are no small minor unclassified surface waterbodies located within 300m of the scheme extents.

A search of the SEPA online [Flood Risk Management Maps](#) tool records that the trunk road within the scheme extents, is not at risk of surface water flooding.

A search of the [Scotland's Environment](#) (SE) online mapping tool determined that the trunk road, within the scheme extents, lies on the 'Peebles, Galashiels and Hawick' and 'Upper Tweeddale Sand and Gravel' groundwaters, which have both been classified as 'Good'.

A search of the [SE](#) online mapping tool determined that the trunk road, within the scheme extents, does not lie within a Nitrate Vulnerable Zone.

Climate

The [Climate Change \(Scotland\) Act 2009](#) ('The Act'), and its subsequent amendment under the [Climate Change \(Emissions Reduction Targets\) \(Scotland\) Act 2019](#), sets the framework for the Scottish Government to address climate change. The Act has an ambitious target to reach Net Zero greenhouse gas emissions by 2045, with any residual emissions balanced by removing carbon dioxide from the atmosphere. This is five years earlier than the rest of the UK due to the greater potential for carbon sequestration in Scotland.

The Act was amended to replace interim targets with carbon budgets. Carbon budgets are legally binding caps on greenhouse gas emissions in Scotland over five-year periods. In line with the Act, the Climate Change Committee (CCC) published advice on the level of Scotland's four carbon budgets, covering the period 2026 to 2045, recommending what the Scottish Government sets its carbon budgets for annual average levels of emissions. These recommendations are based on an ambitious but credible route to Net Zero for Scotland by 2045.

Emissions reductions from surface transport are the largest contribution to meeting the first two carbon budgets. The pathway for surface transport emission reduction is primarily driven by the uptake of electric vehicles, in addition to measures to enable a shift from car use to public transport and active travel, which all play a role in reducing emissions from fossil fuel cars. Ensuring efficiency of existing transport infrastructure and improving/providing new active travel facilities is therefore important to support these carbon reduction budgets.

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 the above noted legally binding target of net-zero by 2045. 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](#)).

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

During the construction phase, activities undertaken on site could potentially have some minor localised and short-term air quality impacts in proximity to the works. The construction phase will, for example, require a range of ancillary plant, vehicles, and non-road mobile machinery (NRMM) which will contribute to local dust and air pollutants. The main sources are likely to be dust generated by cold milling in preparation of carriageway resurfacing/reconstruction, coring through the deck to connect the new sub-surface drainage, as well as exhaust emissions from ancillary plant and vehicles. As a result, there is potential for impacts to local air quality.

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

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

Air quality mitigation measures:

- Careful consideration will be given to the siting and orientation of ancillary plant, vehicles, and non-road mobile machinery (NRMM), so that it is located, as far as is possible, away from receptors. Activities which have the potential to produce air pollution (e.g., cutting and grinding of materials) will also, if possible, be undertaken away from any surrounding properties.
- A water-assisted dust sweeper will sweep the carriageway after dust-generating activities, and waste will be contained and removed from site as soon as is practicable.
- Materials that have a potential to produce dust will be removed from site as soon as possible.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Where practicable, if powered generators are required, the use of mains electricity ancillary plant will be considered in place of diesel or petrol alternatives.

- Cutting, grinding, and sawing equipment (if required) will be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when activities with the potential to affect air quality are occurring. In the unlikely event that unacceptable activities affecting air quality are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Cultural heritage

The Abbotsford Garden and Designed Landscape borders the westbound carriageway within the scheme extents. However, the works are restricted to the A6091 Galafoot Bridge, consisting of bridge deck repairs and the parapet coping works. While the installation of the steepled copes will result in a visual change to the bridge the scheme extents sit out with the GDL and will not have an impact on its character. Furthermore, the copes will be comprised of galvanised steel and will be in line with the existing roadside furniture and as such are not expected to result in significant visual impacts. In the event there is a requirement for a site compound there is potential for it to be situated within the car park below the bridge which is partially within the GDL. However, if required the compound would be restricted to the existing gravelled areas of the car park and would not require any excavation. As such, the likelihood of potential impacts to these cultural heritage features is considered low. Nevertheless, best practice mitigation measures will be implemented to minimise impacts.

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

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

Cultural heritage mitigation measures:

- Site operatives will be made aware of the proximity of the Abbotsford Garden and Designed Landscape.
- In the event there is a requirement for any site compound below the bridge within GDL particular care will be undertaken within the GDL to ensure that the site is left clean and tidy and no debris remains.
- People, plant, and materials will, as much as is reasonably practicable, only be present on areas of made / engineered ground. Where access outwith these

areas is required for the safe and effective completion of the scheme, it will be reduced as much as is reasonably practicable and ideally be limited to access on foot.

Landscape and visual effects

During construction, there will be a short-term impact on the landscape character and visual amenity of the site as a result of the presence of construction plant, vehicles, and TM. However, people, ancillary plant, vehicles, NRMM and materials are restricted to areas of made/engineered ground on the A6091 Galafoot Bridge, and construction works are programmed to be undertaken over a relatively limited duration (approx. four weeks). As such, the visual impact of the works will be somewhat reduced.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed below, impacts on landscape and visual effects are assessed as temporary, negligible adverse in magnitude.

Upon completion of the works, no residual impacts on landscape and visual effects are anticipated e.g., when complete the visual appearance will remain largely unaffected, with a renewed road surface being the only discernible change.

Landscape and visual effects mitigation measures:

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

Biodiversity

The scheme lies above a European Site, the River Tweed SAC. As such, a HRA was performed which determined that the works would not result in adverse effects on site integrity (AESI) on the qualifying features of the River Tweed SAC with the implementation of specific mitigation measures which are included below and within the Noise and Vibration Section.

Abbotsford LNCS borders the westbound A6091 within the scheme extents. However, given the restriction of the works to the existing A6091 carriageway and with the implementation of standard mitigation measures, no impacts are expected to this LNCS.

There is potential for impacts to nesting birds which are known to nest within the service bay. The potential for impacts will occur during the connection of the new drainage which will involve coring through the bridge deck. However, the works are not due to commence until August with the coring works likely being undertaken within the middle of the of the programme. The typical nesting season for this species is April – July, as such it is likely that any nests would not be active during the works. Nevertheless, precautionary mitigation will be implemented to ensure any impacts are minimised.

A temporary short-term increase in noise levels may cause disturbance to local wildlife. The works will, for example, require a small number of vehicles and ancillary plant, which will emit noise and create potential disturbance. The works will also require delivery/removal of materials and the presence of personnel to facilitate the improvements to the A6091 Galafoot Bridge. However, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movements on the A6091, and the scheme is of a limited duration (approx. four weeks). The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

During the ECS undertaken by BEAR Scotland's Environmental Team in September 2025, no INNS were noted within the scheme extents, although Himalayan balsam was recorded throughout both banks of the River Tweed, particularly in proximity to the water's edge. Of lesser note, injurious weed creeping thistle and invasive native perennial rosebay willowherb were noted within the wider area surrounding the scheme. However, all construction works will be restricted to bridge deck refurbishment and parapet cope installation on the existing A6091 Galafoot Bridge. While there may be a requirement for a compound below the bridge this will be situated within an existing car park set back from the edge of the River Tweed and contains no INNS. In addition, while giant hogweed has been identified along the verge of the A6091 it was not recorded during recent surveys, as such it is likely that it has been treated and has died back. Nevertheless, precautionary mitigation will be implemented to negate the risk of causing the spread of INNS.

Considering the nature, duration, size, and scale of the scheme, and with implementation of mitigation detailed above, the proposed works' impacts on biodiversity throughout the construction period are therefore assessed to be temporary, minor adverse in magnitude.

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

Biodiversity mitigation measures:

- Coring through the bridge deck to facilitate the drainage works will be programmed for outwith the bird nesting season i.e. September where possible. In the event this is not possible, further nesting bird checking surveys will be required to be undertaken by BEAR Scotland's Environmental Team.
 - Where active nests are identified within proximity to the core location, they may need to be postponed until the chicks have fledged i.e. likely September.
- Site operatives will avoid accessing through the service bay during the bird nesting season (March – August inclusive) from the west abutment, where possible to minimise the disturbance to active nests within the service bay.
- Site operatives will be made aware of the location and sensitivity of the River Tweed SAC and SSSI.
- Appropriate measures will be implemented to ensure that debris from the works is not allowed to enter the River Tweed SAC below (e.g. an debris netting along the parapets when working in close proximity).
- Site personnel will be made aware of the proximity of Abbotsford LNCS,
- All site workers will have received adequate training relevant to their role prior to working on the site, including specific environmental inductions and 'toolbox talks' as required.
- Toolbox Talk TTN-139 'Protected Species' will be delivered to all site operatives prior to the commencement of the works.
- Where possible, artificial lighting used during night works (if required) will be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring habitat (the River Tweed, woodland, etc.) to ensure minimal impact on nocturnal species.
- The works are not permitted to disturb or destroy any active birds' nests. If an active birds' nest is identified onsite that could be impacted by works, the Environmental Team will be contacted.
- Site operatives will remain vigilant for the presence of protected species within the TM and site compound, if required to be situated below the bridge. In the event any are identified within the road boundary or associated verge during the works, all works will temporarily halt until such time that the animal has naturally dispersed.
- The Contractor will employ 'soft-start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals to move away from the disturbance.

- No access is permitted to the bank of the River Tweed, as such all areas of Himalayan balsam will be avoided. In the event access to the banks of the river is necessary, appropriate biosecurity measures will be implemented to avoid the spread of this species such as no disturbance of soil, cleaning of boots etc.
- Site operatives will be made aware of the location of giant hogweed noted on AMPS. No access into the verge, soil disturbance, or storage of equipment is permitted in the area noted as retaining potential giant hogweed.
- Given the historic record of giant hogweed, which was potentially located within the verge within the scheme extents, Toolbox Talk TTN-009 'Working with Injurious Weeds and Invasive Plants', will be briefed to all site operatives prior to the commencement of works
- People, ancillary plant, vehicles and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.
- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if:
 - unforeseen site clearance is required,
 - unplanned works are to be undertaken out with the carriageway boundary,
 - there is any deviation from the agreed plan, programme and/or method of working,
 - nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Material assets and waste

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

However, the detailed design will reduce the requirements for primary materials e.g., the carriageway surfacing, and subbase will be carefully considered to minimise the requirements for importing primary material. Materials will also be derived from recycled, secondary, or re-used origin as far as practicable within the design specifications to reduce natural resource depletion. Specifying TS2010 surface course also 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 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources. The design life for the TS2010 surfacing is also estimated to be 20 years. The enhanced durability of TS2010 therefore reduces reoccurring routine maintenance and associated levels of traffic disruption to this section of road over the period.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works' impacts on material assets and waste throughout the construction period are therefore assessed to be temporary, negligible adverse in magnitude. Upon completion of the works, no residual impacts are anticipated on materials or waste.

Material assets and waste mitigation measures:

- The waste hierarchy (Reduce, Reuse, Recycle and Dispose) will be employed throughout the construction works.
- A SWMP will be completed by the Designer and Contractor as required. The SWMP will provide details of the following:
 - The quantity and type of waste that will be produced.
 - How waste will be minimised, reused, recycled, recovered, or otherwise diverted from landfill.
 - How materials that cannot be reused, recycled, or recovered will be removed from site and consigned, transported and disposed of in full accordance with all relevant UK legislation.
- Good materials management methods (e.g., 'just-in-time' delivery) will be implemented wherever possible.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Waste transfer notes and/or waste exemption certificates (if required) will also be completed and retained.
- All road planings will be managed in accordance with SEPA Position Statement WAS-PS-07 (LRWA 3) and recycled in line with SEPA Guidance WAS-G-DEF-05 on End-of-Waste for Recycled Aggregates. The Contractor will be responsible for ensuring full compliance with these requirements.
- Designated areas will be identified within which all materials and personnel, including construction compounds, where necessary, will be contained to limit environmental disturbance during construction works. This will include a designated area (if required) for segregation and reuse of waste materials.
- The selection of areas for materials stockpiling will avoid sensitive locations such as road drainage. Stockpiled materials with leachate potential, for example, will

be stored away from road drainage to prevent cross-contamination with other materials, wastes, or groundwater.

- Materials will be stored with the appropriate security to prevent loss, theft, or vandalism.
- All temporary road signs and traffic cones will be removed from site on completion of works.
- Wastewater from welfare facilities (if required) will be subject to effluent treatment followed by tanker removal.
- If hazardous substances are used onsite, each substance will be subject to assessment under the Control of Substances Hazardous to Health (COSHH) Regulations 2002. Hazardous substances will also be clearly labelled, and disposed of, in line with relevant waste regulations. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The road works will, for example, require a range of ancillary plant, vehicles and NRMM for cold milling in preparation for carriageway resurfacing and reconstruction. Noise will also be generated by using breakers (jackhammers), chipping hammers, and rollers, etc. As a result, there is potential for noise and vibration effects to residential properties within the local area, the closest of which is located 25m north of the scheme extents.

However, the works are not located within a CQA with the aim being to complete the noisiest works by 23:00. In addition, the proximity of road space suggests that local residents have a degree of tolerance to noise and disturbance.

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

Noise and vibration mitigation measures:

- Wherever possible, careful consideration will be given to the siting and orientation of particularly noisy items of NRMM so that they are located away from surrounding properties. Activities which have the potential to produce excessive noise e.g., cutting and grinding of materials will also, if possible, be undertaken away from surrounding properties.
- The local authority environmental health department will be notified of nighttime working by BEAR Scotland's design engineer.

- Where possible, the noisiest work operations (e.g., cold milling, using breakers (jackhammers), chipping hammers, use of rollers, etc.) will be completed before 23:00.
- If unacceptable noise is emanating from the site the operation will, where possible, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) repositioning equipment, (d) changing the method of working etc. Corrective actions will be actioned through the non-conformance reporting procedure, which ensures a root-cause analysis is carried out on each incident. The non-conformance procedure also ensures that appropriate corrective and preventative action measures are agreed and implemented in a timely fashion with all parties, and are recorded and actioned through to closeout, and fully auditable and traceable.
- Ancillary plant, vehicles and NRMM with directional noise characteristics will (where practical) be shut down in intervening periods between site operations.
- The use of paving breakers (jackhammers), chipping hammers, etc. will be avoided (except where there is an overriding justification), and if used will be fitted with mufflers or silencers of the type recommended by the manufacturer.
- Drop heights from vehicles and NRMM will be kept to a minimum to minimise noise when unloading.
- All ancillary plant, vehicles and NRMM used onsite will have been regularly maintained, paying attention to the integrity of silencers and acoustic enclosures.
- All compressors will be 'sound-reduced' models fitted with properly lined and sealed acoustic covers which will be kept closed when in use.
- HGV, site vehicles and NRMM will be switched to the minimum setting required by HSE and, where possible, will utilise 'broadband non-tonal' or 'directional sound reversing' alarms. Speed limits will also be reduced through the works.

Population and human health

During construction, activities undertaken on site have the potential to have temporary adverse impacts on nearby properties, and road users (including NMUs). Over 100 residential properties lie within 300m of the scheme extents. Also, Knockomie Hotel also lies approx. 100m west, and has limited screening from the scheme extents. As such, there is potential for impacts to nearby properties in the form of noise/vibration impacts, visual disturbance and delays due to traffic management. However, all remaining properties are screened from the scheme extents by tree shelterbelts, intervening properties and/or topography. Also, TM will only be in place for a limited duration with one lane remaining open throughout the majority of the works, full closures may be needed but these will be occasional and scheduled for night works only when traffic flows are reduced.

Two bus stops are located immediately outwith the scheme extents, and therefore bus services will be impacted by the presence of TM.

Local footpaths lie on either side of the bridge, and a core path runs under either side of the bridge. The footpaths alongside the bridge deck will be temporarily impacted. The core path located below the bridge will remain unaffected by the works.

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

Upon completion of the works, there will be a beneficial impact in relation to population and human health due to the improvement of usability and safety provided by the refurbished bridge deck and new parapet copes.

Population and human health mitigation measures:

- Advanced signage will be strategically placed on the trunk road to notify stakeholders of the road closure and diversion. Signage will be installed at least seven days in advance of the road closure.
- When footpaths will be impacted on the bridge deck, appropriate mitigations will be implemented for pedestrians.
- Given the proximity of neighbouring properties, Toolbox Talk TTN-042 'Being a Good Neighbour' will be briefed to all site personnel prior to works commencing.
- Construction lighting will take into account the need to avoid illuminating surrounding properties to avoid a nuisance at night, and non-essential lighting will be switched off at night.
- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop (for night-time works), etc.) will be initiated to keep local residents informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- A Traffic Management Plan (TMP), which includes measures to avoid or reduce disruption to road traffic, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). The TMP will ensure that there is no severance of community assets, access routes or residential development.
- Journey planning information will be available for drivers online at the trafficscotland.org website. Journey planning information will also be available for drivers online through BEARs social media platforms.
- Bus companies will be notified of the proposed bridge deck refurbishment works, and where bus stop closures are required. Appropriate alternative locations for bus stops will be implemented with advance signage.

Road drainage and the water environment

During bridge refurbishment works and parapet cope installation, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on surrounding waterbodies such as the River Tweed which is spanned by the works.

In addition, depending on the extent of concrete repairs needed to the bridge deck hydro-demolition may be used. Hydro-demolition creates concrete wash water that unmitigated could lead to impacts to the River Tweed below. However, provided mitigation measures detailed below are adhered to, the impacts are assessed to be negligible.

Additionally, no 'in-water' works are required, and works will be restricted to the existing A6091 Galafoot Bridge, so there is limited potential for direct impacts. Furthermore, the potential for a direct pollution incident within a waterbody is also unlikely e.g., experience gained from BEAR maintenance schemes elsewhere on the network has shown that where standard best working practice is adopted (e.g., adherence to SEPA GPPs), water quality is protected.

Considering the nature, duration, size, and scale of the scheme, and with implementation of the mitigation detailed below, the proposed works' impacts on the road drainage and water environment are assessed as temporary, negligible adverse in magnitude.

Upon completion of the bridge refurbishment works and parapet cope installation, no residual impacts are anticipated in relation to the road drainage and water environment.

Road drainage and the water environment mitigation measures:

- All site operatives will be made aware of the proximity and sensitivity of River Tweed and Gala Water.
- Appropriate measures will be implemented to ensure that debris does not enter the River Tweed below (e.g. use of debris netting, boarding etc.).
- No work has been identified that would require entering any of the identified surface waterbodies. If such a need were identified onsite, BEAR Scotland's Environmental Team will be contacted (before works commence) to allow consideration of potential environmental effects.

- In the event hydro-demolition is used during the works all waste-water will be collected and disposed of off-site at an appropriate facility. Works will not be permitted to discharge on site without a SEPA permit.
- The abstraction or transfers of water from, discharges to, or the washing of tools in surface waterbodies identified will not be permitted.
- The Contractor will implement measures to minimise the risk of sediment or accidental spillages entering the road drainage system e.g., prior to works commencing any roadside gullies within 10m of work activities will be bunded (e.g., utilisation of drain covers or similar) to ensure full segregation of the works from the road drainage system. The Contractor will inspect bunds periodically to ensure that they have not been removed, damaged, or interfered with and they will be cleaned of silt and debris as necessary. If it is identified that bunds are not up to standard, the works will not commence until they have been reinstated to the condition, they were originally in.
- All site personnel will be made aware of site spillage response procedures and in the event of a spill, all works associated with the spill will stop, and the incident reported to the Site Supervisor. Small spills that did not leave the site boundary and are cleaned up without material environmental harm or residual environmental impact would most likely not be required to be notified to SEPA or other authorities. However, all such incidents will be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10m from drainage entry points and the River Tweed, in order to comply with GPP 5 'works and maintenance in or near water' (see Appendix). Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10m from drainage entry points and the River Tweed, where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant, where there is a risk of leakage of oil or fuel, will have internal bunding or will have a secondary containment system placed beneath them that meets 110% capacity requirements. Containment systems will also be emptied regularly. All waste, vehicles, ancillary plant and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near road drainage entry points and the River Tweed) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist will be present to make sure that the checks have been carried out.

Climate

BEAR Scotland, working on behalf of Transport Scotland, undertake carbon monitoring of major projects and operational activities. Emissions from activities are recorded using Transport Scotland's Carbon Management System. BEAR Scotland also undertakes resource efficiency activities to manage and reduce emissions contributing to climate change. The works will also extend the maintenance intervals required for future works. In doing so, the service life of the trunk road is also extended.

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

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

Climate mitigation measures:

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

Vulnerability of the project to risks

There will be no change to the likelihood of flooding on the A6091 within the scheme extents upon completion of the works.

Works are restricted to areas of made ground on the A6091 Galafoot Bridge, with access to the scheme gained via the A6091 mainline. As such, the proposed works' impacts on road traffic accidents are assessed to be of negligible magnitude.

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

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

Assessment of cumulative effects

The proposed works are not anticipated to result in significant environmental effects. Due to the nature of the proposed works, no cumulative effects are anticipated with any other developments in the vicinity.

A search of the Scottish Road Works Commissioner's website ([map search](#)) has identified that no other road works are currently ongoing, or noted as being planned, on the A6091 trunk road or surrounding roads in proximity to the scheme, which will be undertaken at the same time.

In addition, a search using [Scottish Borders Council 'Simple Search'](#) identified three planning applications within 300m of the scheme extents within the last two years:

- 25/00362/CLPU - Extension to a dwellinghouse, which has been approved and is located approx. 60m northeast of the scheme.
- 25/01138/FUL – Extension to a dwellinghouse, which has been approved subject to conditions and is located approx. 200m northeast of the scheme.
- 25/01832/FUL – Installation of solar photo voltaic array to a roof which has been approved subject to conditions and is located approx. 300m south of the scheme.

While it is not possible to gain an understanding on the timing or duration of the above granted planning applications, it is considered that even in the event that the above planning applications were being progressed at the same time as the planned BEAR Scotland resurfacing and reconstruction works, given the minor nature of the planning applications couple with the restriction to the A6091 bridge for the BEAR Scotland works, no in-combination effects are expected.

Assessments of the environmental effects

The A6091 Galafoot Bridge scheme lies spans the River Tweed SAC and as such the potential for Likely Significant Effects have been considered within a Habitat Regulations Appraisal (HRA). The HRA has concluded that the works could result in LSE on some of the qualifying species of the European Sites, and as such an Appropriate Assessment (AA) was carried out. The AA concluded that provided

mitigation measures were implemented on site the works would not result in adverse effects on site integrity (AESI) to the River Tweed SAC.

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

Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) are situated in whole or in part in a sensitive area within the meaning of regulation 2(1) of the Environmental Impact Assessment (Scotland) Regulations 1999.

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:

- Works are restricted to like-for-like refurbishment of the bridge deck with only minor changes being made by the addition of steeped copes to the parapets.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- The works will improve safety on the bridge and protect against future deterioration of the structure. Consequently, carrying out these works now will reduce the likelihood of a failure in the bridge structure requiring major works at a future date. This in turn will minimize the extent of work required on the A6091 Galafoot Bridge. In doing so, the service life of the structure is also extended.

- Any potential impacts of the works are expected to be temporary, short-term, not significant, and limited to the construction phase.

Location of the scheme:

- The scheme spans the River Tweed SAC. However, a HRA has been undertaken which has confirmed that the works will not result in AESI on the qualifying features of the SAC.
- The scheme borders the Abbotsford GDL, however no impacts are expected to this designated cultural heritage site.
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme does not lie within any sites designated for geology or soils

Characteristics of potential impacts of the scheme:

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

References of supporting documentation

A6091 Galafoot Bridge Refurbishment and Parapet Cope Installation Habitats Regulations Appraisal, BEAR Scotland, June 2026

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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