



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Environmental Impact Assessment Record of Determination

A68 130 Ancrum

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Project Details

Description

BEAR Scotland has been commissioned by Transport Scotland to carry out scour remediation works at the A68 130 Ancrum bridge. The works will consist of like-for-like concrete repairs to a 30 m stretch of southern and northern revetments and training walls using existing stonework where present, with works on the southern embankment also involving utility protection. Works at the northern embankment will involve the creation of a dry-working area.

Construction activities are as follows:

- Site compound to be established on southbound (SB) carriageway of A68 which will be located 10 m north of the bridge and access to the revetments gained via the embankment using designated routes.
- Dry-working area to be created in watercourse at north end of structure,
- Break out and repair damaged areas of training wall,
- Carry out masonry repairs to north revetment,
- Re-establish water flow through site,
- Carry out concrete repairs on south embankment, and
- Remove traffic management (TM) and open road.

The works are currently programmed to be completed within the 2023/2024 financial year. Works are expected to be completed over ten days (08:00 – 18:00). TM is currently anticipated to consist of 24-hour southbound lane closure with temporary traffic lights. However, if the programme changes, this may result in amendments to the exact TM requirements. Where required, alternative pedestrian routes will be included in the TM setup.

Location

The scheme lies approx. 1.1 km southeast of Ancrum, with agricultural land, woodland and recreational greenspace surrounding the A68 130 Ancrum bridge (Figure 1).

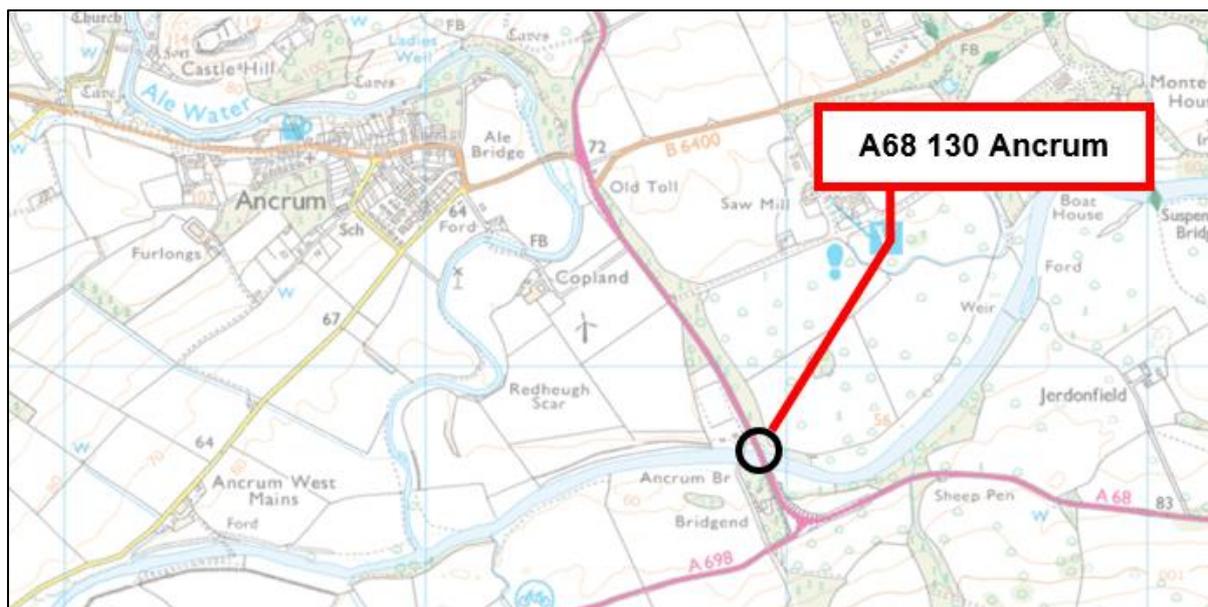


Figure 1. Location of A68 130 Ancrum bridge. Source: Asset Management Performance System (AMPS). © Europa Technologies Ltd. Contains Ordnance Survey data © Crown copyright and database right 2018.

Description of local environment

Air quality

The scheme lies within the boundary of Scottish Borders Council, which has no [Air Quality Management Areas](#) (AQMAs) within its administrative boundary. The nearest AQMA, 'High Street Musselburgh', lies within the East Lothian Council administrative boundary approx. 57 km northwest of the scheme and has been declared for nitrogen dioxide (NO₂).

There are no sites registered on the Scottish Pollutant Release Inventory ([SPRI](#)) for air pollutant releases within 1 km of the scheme.

Baseline air quality at the scheme location is mainly influenced by vehicles travelling along the A68 trunk road. Secondary sources are likely derived from day-to-day agricultural land management activities.

Cultural heritage

The [PastMap](#) and [Historic Environment Scotland](#) (HES) online mapping tools records that the A68 130 Ancrum bridge is a Category B listed feature (LB4223). One other listed feature and one scheduled monument also lie within 300 m of the scheme: the Category A listed feature 'Ancrum Old Bridge' (LB224) spans the River Teviot approx. 30 m west of the scheme, and the scheduled monument 'Remains Of Medieval Bridge Below Ancrum Old Bridge' lies below the Ancrum Old Bridge, with a buffer zone including the riverbed and riverbanks. 'Monteviot' Garden and Designed

Landscape (GDL) (GDL00288) terminates 5 m east of the A68 130 Ancrum bridge ([PastMap](#)).

Of lesser cultural heritage value, nine undesignated cultural heritage assets (UCHAs) lie within 300 m of the A68 130 Ancrum bridge. One of these UCHAs pertains to the A68 130 Ancrum bridge. There is no connectivity between the scheme and the remaining UCHAs, e.g., the nearest lies approx. 5 m east of the bridge ([PastMap](#)).

Landscape and visual effects

The scheme is not situated within a 'sensitive area' designated for landscape features e.g., [National Park](#) (NP), [National Scenic Area](#) (NSA).

The Landscape Character Type (LCT) within the study area is 'Lowland Valley with Farmland' (no. 120) ([Scottish Landscape Character Types](#)). The 'Lowland Valley with Farmland' LCT is characterised by broad, shallow, flat-bottomed valleys with gently sloping/undulating sides.

Land use within 2 km of the scheme extents is categorised into the following: (i) medieval town, (ii) urban area, (iii) industrial or commercial area, (iv) cultivated former parkland, (v) recreation area, (vi) rectilinear fields and farms, (vii) plantation, (viii) designed landscape, (ix) managed woodland, and (x) cemetery.

The scheme lies approx. 1.1 km southeast of Ancrum, with agricultural land, woodland and recreational greenspace surrounding the A68 130 Ancrum bridge. Views from the bridge deck are limited by riparian habitat dominated by large mature oaks and emergent vegetation. To the west, the Ancrum Old Bridge is clearly visible as a historic feature in the landscape.

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).

Approx. 3.5 ha of broadleaved woodland borders the southbound carriageway at the northeast of the scheme, and approx. 1.5 ha of broadleaved woodland borders the northbound carriageway at the southwest corner of the bridge. There are no areas of ancient woodland registered on the [Ancient Woodland Inventory Scotland](#), woodland registered on the [Native Woodland Survey of Scotland](#) or trees protected by a Tree Preservation Order (TPO) with connectivity to the scheme extents.

Biodiversity

The [NatureScot Sitelink](#) online mapping tools identifies that the A68 130 Ancrum Bridge spans the River Tweed Special Area of Conservation (SAC) (EU Site Code UK0012691).

The scheme is not situated within a Local Nature Conservation Site (LNCS) or Local Nature Reserve (LNR) designated for biodiversity features.

The [National Biodiversity Network](#) (NBN) online mapping tool records eight mammal species of conservation importance within 2 km of the A68 130 Ancrum bridge (in the last 10 years) within 10 km grid square NT62.

A Preliminary Ecological Appraisal (PEA) was undertaken on 11th November 2022 for protected species. A Preliminary Roost Assessment (PRA), also undertaken on 11th November 2022, noted no bats, no signs of bats (scratching, staining, droppings) and no features on the bridge suitable for roosting bats. The A68 130 Ancrum bridge is considered to have negligible winter bat roost potential (BRP) and negligible summer BRP. Furthermore, no features with BRP were recorded in the immediate surrounding area.

The NBN online mapping tool records Himalayan balsam (*Impatiens glandulifera*), an invasive non-native species (INNS), approx. 200 m west of the scheme (2013). There are no records of injurious weeds (as listed under the Weeds Act 1959) or invasive native perennials (as listed in the Trunk Road Inventory Manual) within 2 km of the scheme (within last 10-years). A search of the Asset Management Performance System (AMPS) mapping tool records no INNS or injurious weeds within the trunk road boundary scheme extents (within last 10-years). Rosebay willowherb (*Chamerion angustifolium*), an invasive native perennial, was recorded within the trunk road boundary scheme extents (within last 10-years) (2015).

The PEA, undertaken on 11th November 2022, noted Himalayan balsam (*Impatiens glandulifera*) (an INNS) and Broad-leaved dock (*Rumex obtusifolius*) (an injurious weed as listed in the Weeds Act 1959) on the southbound carriageway verge at the southeast wingwall of the A68 130 Ancrum bridge. Himalayan balsam was also recorded at intermittent points along the southern embankment of the river, approx. 15 m - 30 m west of the bridge.

Geology and soils

The scheme is not located within a [Geological Conservation Review Site](#) (GCRS) and 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 and Major Soil Group in the study area is Brown Soils.

The [British Geological Survey](#) online mapping tool records that the superficial geology underlying the scheme extents is comprised of Alluvium (silt, sand and gravel). The bedrock geology underlying the scheme extents is comprised of Stratheden Group and Inverclyde Group (sandstone and argillaceous rocks, interbedded).

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

Material assets and waste

The proposed works are required for like-for-like concrete and masonry repairs to the training wall and revetments. Materials used will consist of:

- Concrete (in-situ)
- Masonry stonework
- Mortar (cement based)
- Timber formwork

Equipment used will consist of:

- Diesel generator with spill kit
- Water pump
- Hydraulic clamshell bucket excavator

The main waste produced will be < 1 tonne of concrete (European Waste Code 17-01-01).

The scheme is executed by the operating company as site operations e.g. 'As-of-Right' scheme of value less than £350,000. As a result, a Site Waste Management Plan (SWMP) is not required.

Noise and vibration

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

There is no modelled noise data available for the study area ([Scotland's Noise Map](#)). However, it is likely that baseline noise levels are mainly influenced by vehicles travelling along the trunk road, therefore given the low AADT flow it is considered likely that baseline noise levels are low. Secondary sources are likely derived from day-to-day agricultural land management activities.

Population and human health

The scheme lies approx. 1.1 km southeast of Ancrum, with agricultural land, woodland and recreational greenspace surrounding the A68 130 Ancrum bridge. As such, only four properties (including one playing field) lie within 300 m of the scheme. The nearest residential property lies approx. 80 m southwest of the scheme and is screened from the scheme by woodland (approx. 80 m wide). The remaining residential properties are screened from the scheme by woodland (approx. 110 m wide). The playing field lies approx. 50 m northwest of the scheme and has a degree of screening from the scheme, as works will take place on the riverbanks below the

level of the road. There are no sensitive receptors/land uses within 300 m of the A68 130 Ancrum bridge.

Two local footpaths cross the A68 130 Ancrum bridge either side of the bridge deck. There is an access gate approx. 15 m north of the bridge utilised by fisheries to gain access to the northern embankment of the river. Street lighting is absent on the A68 130 Ancrum bridge.

The A68 at the scheme location is a single carriageway with the national speed limit applying throughout. The Annual Average Daily Traffic (AADT) flow is 6,722 (ID: 10730) (2021 data) ([Road traffic statistic](#)) and is comprised of:

- 63 two wheeled motor vehicles,
- 4,983 cars and taxis,
- 51 bus and coaches,
- 1,262 Light Goods Vehicles (LGVs), and
- 363 Heavy Goods Vehicles (HGVs).

The AADT flow recorded for pedal cycles is 7 (2021 data).

There are no congestion issues noted on the A68 within the scheme extents.

Road drainage and the water environment

The Scottish Environment Protection Agency (SEPA) [River Basin Management Plan](#) online mapping tool records that the A68 130 Ancrum bridge spans Teviot Water (Northhouse Burn to Kale Water confluences), a classified surface waterbody (ID: 5220). Teviot Water (Northhouse Burn to Kale Water confluences) is a river in the River Tweed catchment of the Solway Tweed river basin district and has a main stem approx. 40.4 km in length. The waterbody has been designated as a heavily modified waterbody on account of physical alterations that cannot be addressed without a significant impact on the drainage of agricultural land. Teviot Water (Northhouse Burn to Kale Water confluences) has been assigned a Water Framework Directive 2000/60/EC (WFD) overall classification of 'Good', overall ecological classification of 'Good', and a classification of 'High' for fish migration ([SEPA](#)).

There are no other surface waterbodies which share direct connectivity with the scheme extents.

The works lie on the 'Teviotdale Sand and Gravel' and 'Jedburgh' [groundwater](#) bodies, which have both been classified as 'Good'. These groundwater bodies are also classified as [Drinking Water Protected Areas](#).

The works lie within the 'Edinburgh, East Lothian and Borders' [Nitrate Vulnerable Zone](#).

The SEPA indicative surface water online [flood mapping](#) tool records that a 40 m stretch of the A68 130 Ancrum bridge is at a high risk of surface water flooding (i.e., each year the area has a 10% chance of flooding). Teviot Water, spanned by the A68 130 Ancrum, is at a high risk of fluvial flooding (i.e., each year the area has a 10% chance of flooding).

Road drainage is provided by roadside gullies either side of the A68 130 Ancrum bridge.

Climate

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

The Scottish Government has since published its indicative Nationally Determined Contribution (iNDC) to set out how it will reach net-zero emissions by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030 ([Scotland's contribution to the Paris Agreement: indicative Nationally Determined Contribution - gov.scot \(www.gov.scot\)](#)). By 2040, the Scottish Government is committed to reducing emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network and this commitment is being enacted through the Mission Zero for Transport ([Mission Zero for transport | Transport Scotland](#)). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, Transport Scotland are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Policies and plans

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

Description of main environmental impacts and proposed mitigation

Air quality

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

However, the scheme is not located within an AQMA and there are no sites registered on the SPRI which could contribute to a cumulative impact. DPMEE associated with the construction phase will be localised to the works footprint and of a short duration. TM will employ SB carriageway closure, and no congestion issues are noted. Exhaust emissions associated with vehicle idling at TM will therefore not be significant. In addition, there are no earthworks associated with the scheme, and the number of construction vehicles required is insignificant when compared to existing traffic flows e.g., it is likely that the number of vehicle movements per day will be in the range of 2 to 5. Therefore, considering the nature, size, and scale of the scheme, and with implementation of mitigation detailed below, the proposed works impacts on local air quality levels during the construction period are assessed to be temporary negligible adverse in magnitude.

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

Proposed air quality mitigation measures:

- Activities which have the potential to produce DPMEE (e.g., cutting and grinding of materials) will be undertaken downwind (if possible) and at least 10 m from the River Teviot (Northhouse Burn to Kale Water confluences), reducing the potential for DPMEE to be released into the river (and by association the River Tweed SAC).
- Cutting, grinding, and sawing equipment (if required) will also be fitted or used in conjunction with suitable dust suppression techniques e.g., local exhaust ventilation system that fits directly onto tools.
- Ancillary plant, vehicles and NRMM will have been regularly maintained, paying attention to the integrity of exhaust systems.
- Ancillary plant, vehicles and NRMM will be switched off when stationary to prevent exhaust emissions (e.g., there will be no idling vehicles).
- Where practicable, if powered generators are required, the use of mains electricity or battery powered ancillary plant will be considered in place of diesel or petrol alternatives.

- Materials that have a potential to produce dust will be removed from site as soon as possible.
- Regular monitoring (e.g., by engineer or Clerk of Works) will take place when dust, particulate matter, and exhaust emissions (DPMEE) generating activities are occurring. In the unlikely event that unacceptable DPMEE are emanating from the site, the operation will, where practicable, be modified and re-checked to verify that the corrective action has been effective. Actions to be considered include: (a) minimizing cutting and grinding on-site, (b) reducing the operating hours, (c) changing the method of working, etc.

Cultural heritage

The A68 130 Ancrum Bridge is a Category B listed feature; however, consultation with Scottish Borders Council (SBC) has concluded listed building consent (LBC) is not required due to the works being undertaken on a like-for-like basis.

Consultation was also undertaken with the SBC regarding the scheduled monument 'Remains Of Medieval Bridge Below Ancrum Old Bridge' (which has a buffer zone including the riverbed and riverbanks), which lies approx. 30 m west of the scheme. It was concluded that scheduled monument consent is not required as there is no connectivity between the scheme and the scheduled monument buffer zone as all works are outwith the buffer zone.

There is no connectivity between the scheme and the remaining listed building 'Old Ancrum Bridge', which lies 30 m west of the scheme. Moreover, the works do not include any alterations that would affect the historic and architectural character of this feature. In addition, there will be no material or visual change to the 'Monteviot' Garden and Designed Landscape. As such, application for consent or any other permission is not required.

Due to proximity of the scheduled monument, there is potential for the presence of unknown archaeological remains within the study area; however, this has been assessed to be low. Construction of the A68 130 Ancrum bridge and A68 road corridor is likely to have removed any archaeological remains that may have been present within the trunk road boundary scheme extents. As such, there is negligible risk of disturbing or damaging previously undiscovered or unrecorded items of cultural interest.

With the implementation of mitigation detailed below, the proposed works impacts on cultural heritage during the construction period are assessed to be negligible in magnitude.

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

Proposed cultural heritage mitigation measures:

- Toolbox Talk TTN-046 Archaeology will be briefed prior to works commencing.

- Works to the A68 130 Ancrum bridge will not deviate from the initial programme of works set out by the designer, including the footprint of works. If the works programme changes, or it is deemed that any 'new' engineering works are necessary to complete the scheme, consultation will take place with the Scottish Borders Council to discuss requirements for Listed Building Consent.
- Works within the scheduled monument area will not be permitted. Additionally, ancillary plant, vehicles and NRMM will not be stored within this designated area, and works will not extend beyond the agreed programme of works. No access to the works site will be permitted via the Category A 'Old Ancrum Bridge', and by association the scheduled monument.
- All site personnel will be briefed on the importance of archaeological finds, will remain vigilant and will inform the site supervisor where potential finds are made. If there are any unexpected archaeological finds, all works will temporarily stop, the area will be cordoned off and BEAR Scotland's Environmental Team contacted for advice.
- When the dry working area is created, the riverbed will be visually inspected by the site supervisor for any suspected features of archaeological interest. If any suspected artifacts are identified, works should stop until the SE Environment Team can advise further.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). Where access outwith made/engineered ground is required for the safe and effective completion of the scheme, the area will be reduced as much as is reasonably practicable, and ideally will be accessed on foot.
- If a change to the construction programme onsite is required that necessitates earthworks or vegetation clearance, BEAR Scotland's Environmental Team will be contacted.

Landscape and visual effects

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

However, the scheme is not situated within a 'sensitive area' designated for landscape features e.g., NP, NSA, etc, and there is no requirement for permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources. There is also no requirement for earthworks or destruction or removal of vegetation, and there will be no loss or deterioration of woodland or veteran / notable trees e.g., trees protected by a TPO.

In addition, people, ancillary plant, vehicles, NRMM and materials are restricted to the A68 130 Ancrum bridge, with works undertaken below road level, and construction works are programmed to be undertaken over 10-days, utilising a daytime working pattern (negating the requirement for artificial lighting). 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 are assessed as temporary negligible adverse in magnitude.

Upon completion of the works, no residual impacts are anticipated e.g., the works involve only like-for-like repairs to the southern and northern revetments and concrete repairs to the training walls.

Proposed landscape and visual effects mitigation measures:

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

Biodiversity

A Habitats Regulations Appraisal (HRA) screening could not rule out the potential for Likely Significant Effects (LSE) on the River Tweed SAC's conservation objectives. An Appropriate Assessment (AA) was therefore undertaken to determine the risk of potential impacts on the SAC as a result of the works, and identify any mitigation required to protect the integrity of the site and the qualifying interests. Potential impacts on the SAC as a result of the works highlighted in the HRA are as follows:

- The dry working area will be created, exposing areas of riverbank and riverbed which would normally be submerged. The reduction of habitat area could result in substrate becoming heavily silted which would be unsuitable for spawning fish, or the riverbanks could become heavily eroded from the presence of a workforce.
- Works still have the potential to disturb aquatic species which may be present on this stretch of the riverbank.
- Direct release of silt or sediment to Teviot Water (Northhouse Burn to Kale Water confluences), and by association the SAC. Pollution could take the form of silt, sediment or construction materials from scour repairs, or an accidental spillage during construction works.

The AA concluded that there is sufficient information and assessment evidence to conclude that with mitigation in place, the risk of an Adverse Effect on Site Integrity (AESI) of the River Tweed SAC can be excluded on the basis of the objective evidence noted above. NatureScot is in agreement that there will be LSE, but the information provided, and mitigation (as detailed below) will not adversely affect the integrity of the site.

Works will not make any permanent alterations to the natural habitat (riverbed, riverbank) within the construction area, and the short-term nature of the works (10-days total) also ensures any disturbance will be kept to a minimum.

No other evidence of any mammal species of conservation importance within the area of likely construction disturbance (including permanent habitat, resting places etc.) was noted during the PEA.

There is no requirement for earthworks, the destruction or removal of vegetation, permanent (or temporary) land-take, accommodation works, site clearance or locally gained resources. As such, the works do not involve any permanent physical altering or removal of habitat or result in habitat fragmentation.

A temporary short-term increase in noise levels may cause disturbance to local wildlife. The works will, for example, require a range of ancillary plant, vehicles and NRMM which will emit noise and create potential disturbance. The works will also require delivery of materials and the presence of personnel to facilitate installation of dry-working area and concrete and masonry repairs. However, the number of construction vehicles and construction operatives required onsite is low given the scale and scope of works. In addition, any species in the area are likely to be accustomed to noise and visual disturbance pertaining to vehicle movement on the A68 and the scheme is of short duration (10-days) and will be undertaken utilising a day-time working pattern (negating the requirement for artificial lighting). The potential for significant species disturbance within the area of likely construction disturbance is therefore somewhat diminished.

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

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

Proposed biodiversity mitigation measures:

- All mitigation measures detailed within 'Air quality', 'Noise and vibration' and 'Road drainage and water environment' will be adhered to.
- All site personnel will be made aware of the proximity and protected status of the River Tweed SAC.
- To reduce disturbance, standard construction hours will be during the daytime (08:00 to 18:00) Monday to Friday. If any works are required outwith the agreed working hours, BEAR Scotland's Environmental Team will be contacted to discuss.
- Consultation with the River Tweed Commission was undertaken, which determined that all in-water working must be undertaken between 1st May and 30th September 2023, due to the sensitivity of spawning fish and the requirements of an undisturbed habitat.

- A fish rescue will be undertaken by the River Tweed Commission, using electrofishing, prior to creation of the dry working area at the northern embankment.
- An Environmental Clerk of Works (EnvCoW), appointed by BEAR, will visit the site during the mobilisation period to deliver toolbox talks. The EnvCoW will also undertake a pre-works check (approx. 7 – 14 days before works commence) of the surrounding area. If any new permanent habitat is confirmed, no further works are permitted until NatureScot has been consulted. The EnvCoW will also supervise operations onsite during the works to ensure appropriate environmental safeguards are being adhered to.
- Site personnel will remain vigilant for the presence of any protected species throughout the works period. Should a protected species be noted during construction, works will temporarily halt until the species has sufficiently moved on. Any sightings of protected species will be reported to the BEAR Scotland Environmental Team.
- All equipment stored onsite will be checked at the start of each workday to ensure mammal species are not present. Any storage containers/plant within the compound will also be secured overnight to prevent exploration by mammal species. Any areas where an animal could become trapped (e.g., storage containers) will also be covered at the end of each working day, to avoid mammals falling in and becoming trapped.
- The Contractor will employ 'soft-start' techniques for all noisy activity to avoid sudden and unexpected disturbance during works. Each time the activity is started up after a period of inactivity, the noise levels will be gradually increased over a period of 30 minutes to permit animals (and birds) to move away from the disturbance.
- Toolbox Talk TTN-009 Working with Injurious Weeds & Invasive Plants will be briefed prior to works commencing. Site personnel will be briefed on the location of the Himalayan balsam and broad-leaved dock that is recorded onsite and will remain vigilant for the presence of any other potentially unrecorded instances of invasive or injurious weeds in road verges throughout the works period.
- A 10 m exclusion zone will be erected (where practicable) (e.g., by use of ticker-tape or similar) where Himalayan balsam is present, the aim being to exclude the workforce (ancillary plant, vehicles, NRMM, materials, etc.) and prevent the spread of INNS.
- Access to, and egress from, the embankments will not be undertaken utilising the southeast wingwall of the A68 130 Ancrum Bridge, where Himalayan Balsam and Broad-leaved dock are noted.
- Appropriate biosecurity controls will be in place for all ancillary plant, vehicles, machinery and personnel accessing and consequently leaving the working area e.g., footwear wash station and wheel washes prior to leaving site.
- People, ancillary plant, vehicles, NRMM and materials will be restricted to areas of made/engineered ground (as much as is reasonably practicable). If during works unforeseen access to the surrounding environment is required, works will

cease in this area and BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects.

- BEAR Scotland's Environmental Team will be contacted to allow consideration of potential environmental effects if: (i) unforeseen site clearance is required, (ii) unplanned works must be undertaken outwith the carriageway boundary, (iii) there is any deviation from the agreed plan, programme and/or method of working, (iv) nesting birds are found onsite.
- BEAR Scotland's Control Room will be contacted if there is a pollution incident.

Geology and soils

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

However, works are minor in nature and are restricted to like-for-like repairs to the southern and northern revetments and concrete repairs to the training walls being undertaken, with all works restricted to the A68 130 Ancrum bridge. The work corridor is also not located within a GCRS, geological SSSI or LGS.

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

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

Proposed mitigation measures:

- Any areas of exposed soil/bare earth/damaged verge as a result of the scour repair works will be reinstated and re-seeded once the works are complete.

Material assets and waste

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

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.

Proposed material and waste mitigation measures:

- 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 all surplus materials and waste are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. Material transfer notes and/or waste exemption certificates will also be completed/retained.
- Designated areas will be identified within which all materials and personnel, including construction compound, 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, the River Teviot and the edge of the bridge deck. 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 COSHH safety data sheets and the Special Waste Regulations 1996. Special waste will also not be mixed with general waste and/or other recyclables.

Noise and vibration

Activities undertaken on site could potentially have some localised and short-term noise impacts in proximity to the works. The bridge works will, for example, require a range of ancillary plant, vehicles and NRMM for breaking out defective concrete and masonry blocks. Noise will also be generated by use of hammers, unloading of materials, etc. As a result, there is potential for noise and vibration effects.

However, the works are not located within a CNMA or CQA. In addition, properties have a degree of screening from the scheme and the proximity of road space

suggests that residents will have a degree of tolerance to noise and disturbance. Works will also be completed over 10-days utilising a daytime working pattern and will be undertaken from beneath road level. Works with the potential to induce worst-case scenario noise and vibration (hammers, unloading of materials, etc.) will also be intermittent, temporary, and short-lived. The potential for disturbance will therefore be somewhat diminished.

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

Proposed noise mitigation measures:

- 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 characteristic will (where practical) be shut down in intervening periods between site operations.
- The use of jackhammers, chipping hammers, etc. (if required) 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 local residents, vehicle travellers, and non-motorised road users (NMUs). However, the scheme does not require permanent (or

temporary) land-take, accommodation works, site clearance or locally gained resources, and there is no requirement for a Compulsory Purchase Order (CPO).

Access for pedestrians and NMUs utilising the footpaths either side of the bridge will not be restricted. In addition, the proximity of the trunk road also suggests that pedestrians will have a degree of tolerance to noise and disturbance.

A TM Plan, which will include measures to avoid or reduce road traffic disruption, will be produced in accordance with the Traffic Signs Manual (Department of Transport 2009). Moreover, AADT flow is low, TM will only be in place for 10-days, and no congestion issues are noted.

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

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

Proposed population and human health mitigation measures:

- Pedestrians and other NMUs utilising the footpaths which cross the A68 130 Ancrum bridge will be accommodated within TM arrangements (if required). If access must be restricted, alternative provision will be provided.
- Where appropriate, a communication strategy (e.g., social media, consultation with local authority and other stakeholders, letter drop etc.) will be initiated to keep local residents and/or businesses informed of the proposed working schedule, particularly the times and durations of noisy construction activities. The communication strategy will also provide a 24-hour contact number for the BEAR Scotland Control Room.
- 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.

Road drainage and the water environment

During scour repair works, there is potential for temporary adverse impacts on the water environment. Potential changes in water quality e.g., from pollution events (either by accidental spillage of sediments, particulate matter, chemicals, fuels or by mobilisation of these in surface water caused by rain) during works have the potential to have a direct or indirect effect on River Teviot (Northhouse Burn to Kale Water confluences) and by association the River Tweed SAC. However, the severity of any loss of containment will be mitigated through compliance with the conditions of SEPA's General Binding Rules (GBR) 9: 'Operating any vehicle, plant or other equipment (machinery) in or near any surface water or wetland for the purpose of

undertaking any other GBR activity or for the purpose of maintaining an existing man-made structure in or near any surface water or wetland’.

Ancillary plant, vehicles and NRMM will also be stored in the compound and the accidental release of pollutants is also extremely unlikely. Pollution prevention measures, for example, will be enforced onsite and Pollution Prevention Guidance (PPGs) and Guidance for Pollution Prevention (GGP) will be strictly adhered to, reducing the likelihood of a loss of containment occurring.

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 works, no residual impacts are anticipated in relation to the road drainage and water environment.

Proposed road drainage and water environment mitigation measures:

- The Contractor (once appointed) must submit a RAMS (for approval) detailing how pollution control measures will be managed (including any silt mitigation, and how the dry-working area will be installed, inspected and maintained to prevent failure during the work). The Contractor must also inspect the silt mitigation measures and dry-working area daily for leakage and general deterioration and must take immediate remedial action to rectify any defects.
- A temporary cofferdam (or similar) must be created to: (i) isolate and de-water the work area, (ii) create dry working conditions, (iii) permit water to be transferred downstream of the works area, (iv) reduce the risk of sediment being mobilised downstream during the works. The Contractor must submit a RAMS (for approval) prior to works commencing which details how the temporary cofferdam will be installed, inspected and maintained to prevent failure during the work.
- Prior to constructing the temporary cofferdam, the following should be noted:
 - The temporary cofferdam (or similar) will be designed by a competent person, taking into account:
 - the reduction in channel capacity (for flood risk);
 - the potential increase in flow velocity (for adjacent bed and bank erosion and toe scour);
 - changes in flow patterns (for adjacent bed and bank erosion and toe scour);
 - fluctuations in water level (for adequate freeboard);
 - channel substrate (to avoid installation problems);
 - alignment of the cofferdam, particularly at the upstream and downstream ends where bank erosion can be induced.
 - A fish rescue will be undertaken prior to the area being dewatered.
 - After de-watering, but before commencement of works, the exposed bed material will be carefully removed from areas which will be disturbed (particularly where ancillary plant will be

- operating) and stockpiled (> 10 m away from the river), to be used for later reinstatement. The stockpile will be protected from pollution or contamination.
- When the works are complete, but before the barrier is removed, all materials, debris, tools, plant and equipment will be removed from the work area. The area will be checked thoroughly for spillages or potential pollution sources and any pollution issues remediated immediately.
 - The works area will be re-watered before removing the cofferdam to avoid sudden ingress of water causing erosion of the replaced bed or bank material. When re-watering, the pump inlets will be screened to prevent intake of fish or other aquatic animals (if required).
 - A competent person will be made responsible for monitoring the temporary cofferdam at regular time intervals. This will include: (i) water levels (upstream, downstream), (ii) bank and bed erosion at the upstream and downstream ends, (iii) channel stability, and (iv) debris accumulation.
- The abstraction or transfers of water, or the washing of tools in, or discharges to Teviot Water (Northhouse Burn to Kale Water confluences) will not be permitted.
 - Compliance with the conditions of SEPA's GBR 9 will limit the risk of pollution impacts:
 - Machinery will not operate in water.
 - Refuelling will take place at least 10 m away from any surface water.
 - Any static plant or equipment used within 10m of surface water will be positioned on a suitable drip tray with capacity for 110% of the fuel tank supplying the static plant or equipment.
 - Machinery used in or near surface water will not leak any oil.
 - Washing of any machinery will take place at least 10 m away from any surface water and the washings will not be allowed to enter any surface water.
 - Machinery will not be operated in rivers, burns and ditches when fish are likely to be spawning in the affected surface water, or in the period between spawning and the subsequent emergence of juvenile fish.
 - Following the operation of the machinery, any damage caused by the operation to the bed and banks of the surface water will be repaired, including re-establishing vegetation on any areas of bare earth on the banks resulting from the operation, either by covering the area with grass turfs or lining them with a biodegradable geotextile and seeding.

- Concrete mixing and washing areas will be sited 10 m from the River Teviot and road drainage entry points. The washing out and cleaning of concrete batching plant will be undertaken within a contained area, and wash waters will be collected and contained for authorised disposal off site. Wash waters from concrete works will not be discharged into the River Teviot.
- The Contractor will monitor the weather forecast and flows/water levels throughout the works, and during periods of extreme weather or high flow events, the works will be temporarily postponed. The Contractor will also have a contingency plan in place if damage to cofferdam occurs.
- All site personnel will be fully briefed in silt management procedures and briefed on their responsibilities. This will be achieved through delivery Toolbox Talk TTN-012 Water Pollution - Silt prior to works commencing onsite.
- 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 must to be recorded and reported to BEAR Scotland's Environmental Team. In the event of a 'serious incident', SEPA will be notified without delay. Such notification will include: (i) the time and duration of the incident, (ii) a description of the cause of the incident, (iii) any effect on the environment as a result of the incident, and (iv) any measures taken to minimise or mitigate the effect and prevent a recurrence.
- All waste, vehicles, ancillary plant, NRMM and fuels will be stored in the compound(s) or laydown area and will be secured and located, if space is available, at least 10 m from drainage entry points and River Teviot (Northhouse Burn to Kale Water confluences), in order to comply with GPP 5 'works and maintenance in or near water'. Refuelling will only be undertaken at designated refuelling areas (e.g., on hardstanding, with spill kits available, and >10 m from drainage entry points and River Teviot (Northhouse Burn to Kale Water confluences), where practicable). Spill kits will also be available within all site vehicles and spill kits will be replenished onsite when required. Only designated trained and competent operatives will be authorised to refuel plant. Generators, and other ancillary plant and NRMM, where there is a risk of leakage of oil or fuel, will have internal bunding or must 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, NRMM and fuels will also be stored in a manner that ensures they are protected from damage by collision or extremes of weather.
- Regular visual pollution inspections of the designated laydown area and work site (particularly near drainage entry points, the River Teviot and the edge of the bridge deck) will be conducted (e.g., site walkover by engineer or Site Supervisor), especially during periods of heavy rain.
- All vehicles and NRMM onsite will have been regularly maintained, paying attention to the integrity of oil tanks, coolant systems, gaskets etc. A checklist must 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 expansion joint replacement works will also extend the maintenance intervals required for future works. In doing so, the service life of the A68 130 Ancrum bridge 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 adverse in magnitude.

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

Proposed climate mitigation measures:

- Local contractors and suppliers will be used as far as practicable to reduce fuel use and greenhouse gas emitted as part of the works.
- Existing masonry blocks will be re-used (where practical) to minimise the requirement for importing new/virgin materials.
- BEAR Scotland will adhere to its Carbon Management Policy.
- Where possible, waste will be disposed at local waste management facilities.

Vulnerability of the project to Major Accidents and Disasters

Works are taking place in summer (May/June) when historically Teviot Water (Northhouse Burn to Kale Water confluences) flow levels are low, therefore the risk of flooding during the scheme is minimised.

The works compound will be located 10 m north of the bridge and access to the revetments gained via the embankment using designated routes. TM is currently anticipated to employ 24-hour southbound lane closure with temporary traffic lights. Pedestrians and NMUs will be accommodated within TM arrangements. As such, the proposed works impacts on road traffic accidents is assessed to be of negligible magnitude.

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

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

Assessment 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. Any future BEAR Scotland schemes will be programmed to take into account already-programmed works and as such, any cumulative effect will be limited.

A search of the Scottish Borders Council Planning Portal ([Map Search](#)) identified no planning applications within 300 m of the scheme, therefore no cumulative impacts are anticipated from the works being undertaken at A68 130 Ancrum bridge.

Assessments of the environmental effects

This assessment has identified potential effects on the environmental receptor, biodiversity.

An HRA was undertaken and has shown that there is sufficient information and assessment evidence to conclude that the proposed scheme, with the implementation of mitigation and control measures, will not result in any AESI. Consultation with NatureScot on the outcome of the AA has confirmed that there will be LSE, however the information provided, and assessment (including mitigation) shows that works will not adversely affect the integrity of the site.

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 the River Tweed SAC, which is 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 (EIA) is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken, and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- The total working area is less than 1 ha.
- Works are restricted to like-for-like repairs to existing bridge revetments.
- Works are programmed to only take 10-days to complete, utilising a daytime working pattern. During the 10-day construction period, the A68 will remain open, with only a southbound lane closure in place
- A dry-working area will be created on the northern embankment, with a fish rescue being undertaken prior to the area being drained.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- No in-combination effects have been identified.
- The risk of major accidents or disasters is considered to be low.
- The revetment works will improve safety on the bridge and protect against future deterioration of the structure. Consequently, carrying out these works now will reduce the need for major works at a future date. This in turn will minimize the extent of work required on the A68 130 Ancrum bridge. In doing so, the service life of the structure is also extended.

Location of the scheme:

- Although the works are spanned by the River Tweed SAC, the HRA has confirmed that the works will not result in AESI on the qualifying features of the SAC.
- There will be no material difference to the Category B listed Ancrum Bridge once works are complete.
- No personnel, ancillary plant, vehicles or NRMM are permitted to use the Category A listed 'Ancrum Old Bridge' for access to the site and works will not take place within 20 m of the Category A listed feature where the scheduled monument lies.
- The scheme is not located within any areas designated for landscape interests.
- Land use will not change as a result of the works.
- The works do not require any private land acquisition.
- The scheme does not lie within any sites designated for geology or soils.
- The scheme is not located within a densely populated area.

Characteristics of potential impacts of the scheme:

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

- The dry-working area, with silt-trap measures in place, will reduce the likelihood of significant quantities of dust, earth, particulate matter etc. from entering the River Tweed SAC.
- With good practice pollution prevention measures implemented onsite, there is a negligible risk of a pollution event e.g., compliance with the SEMP.
- As the works are restricted to the like-for-like repairs of the existing bridge revetments, 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 impacts on the environment are expected during the operational phase as a result of the works.

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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