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Record of Determination

A726 East Kilbride

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Project Details

Description

This scheme is required to improve the ride and quality of this section of the A726 carriageway which is showing signs of wear.

Works will likely involve carriageway surface reconstruction utilising TS2010. Exact treatment depths have yet to be confirmed.

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

The works are programmed to take place between Friday 10th to Monday 13th Sept and Friday 17th to Monday 20th September 2021. Working hours will be 24 hours during this time.

Traffic Management (TM) will involve full road closure facilitated by an appropriate diversion.

South Lanarkshire Council Environmental Health team were contacted (17/06/2021) to alert them to possible night works.

Location

The scheme is situated on an urban stretch of the A726, within East Kilbride, South Lanarkshire. The National Grid Reference is:

- Scheme start - NS 62831 54054
- Scheme end - NS 61932 54400



Figure 1 – Scheme Location

Description of Local Environment

Population and Human Health

There are a number of residential properties within close proximity to the scheme extents, the closest being approximately 20m from the carriageway.

[Core](#) Paths EK/1231/1 and EK/1229/1 exist adjacent to the east and west bound carriageway respectively for the extents of the scheme.

There are a number of bus stops present within the scheme on both carriageways.

Accesses to the local road network and car parks exist within the scheme extents.

The main noise sources at this location will come from the A726 traffic and urban activities.

There are no cycle paths or bridleways within the scheme extents.

The scheme does not fall within a Candidate Noise Management Area ([CNMA](#)).

Biodiversity

The scheme is situated in an urban setting. There are no designated sites within proximity to the scheme. Nor are there any records of roadkill or Invasive Non-native species within the scheme limits.

A site survey was not deemed necessary due to the lack of suitable habitat for protected species shelter.

Land

The trunk road footprint consists of two carriageways heading Eastbound and a further two headed west. The surrounding environment consists of urban residential properties.

Soil

Works will be restricted to the existing carriageway and there will be no excavations. There is no record of soil type in this location on Scotland’s Soils [map](#).

The works area does not fall within a Geological Conservation Review [Area](#).

Water

Kittoch Water flows approx. 220m north of the scheme at its closest point. This has been given an overall status of ‘Moderate Ecological Value’ by the Scottish Environment Protection Agency ([SEPA](#)).

SEPA Flood Maps has shown a risk of surface water flooding on a small section of the [carriageway](#).

Air

The scheme does not fall within an Air Quality Management Area declared by South Lanarkshire [Council](#).

The A726 is a key route through South Lanarkshire. The average annual daily flow ([AADF](#)) here in 2020 was 6,416 with 336 being Heavy Goods Vehicles.

A local air quality [monitor](#) shows the latest pollution levels as ‘Low’ (24/08/2021).

The main source of pollution here is likely to be the traffic on the A726.

Climate Change

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO2 emissions by 80% before 2050 (from the baseline year 1990).

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

Material Assets

Table 1 – Construction materials

Key Materials Required for Activities		
Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> • Road paint • TS2010 Road surfacing • Binder 	TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to

Key Materials Required for Activities		
		typical SMA. As a result the use of TS2010 will reduce the usage of imported aggregates, and increase the use of a wider range of sustainable aggregate sources .

Waste

Table 2 – Construction waste materials

Key Waste Arising from Activities		
Activity	Waste Arising	Disposal/ Regulation
Site Construction	<ul style="list-style-type: none"> • Road planings • Road paint/studs 	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.</p> <p>Further on-site investigations of the carriageway condition was carried out and no tar was found in core samples.</p> <p>As testing has not identify any coal tar within the scheme extents, road planings generated as a result of the works may be recovered in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.</p>

Cultural Heritage

There are no features of cultural heritage within close proximity to the works.

Description of Main Environmental Impacts and Proposed Mitigation

Population and Human Health

Impacts

- Residential properties may experience a level of noise increase during working hours.
- Footpaths may be partially blocked during the works.
- Bus stops and accesses may be blocked during the works.
- TM has the potential to increase road users travel time.

Design Mitigation and Regulatory Requirements

South Lanarkshire Council Environmental Health team were contacted (17/06/2021) to alert them to possible night works.

Site Specific Control Measures

- Residential properties that are highlighted on the map should receive a letter drop which details the works timings and activities.
- Effects from noise should be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers should be checked at regular intervals to ensure efficiency.
- The noisiest works should be scheduled for before 11:00pm if feasible.
- Alternative safe passage for pedestrians of all abilities should be put in place if footpaths are blocked.
- Temporary bus stops should be set up.
- Site operatives should grant local access if roads are blocked.
- TM will involve an appropriate diversion during the work hours.

Provided that mitigation and best practice are followed the residual impact is deemed to be negligible.

Biodiversity

As the scheme is in an urban setting and restricted to the existing carriageway there is no impact predicted to biodiversity.

Land

There will be no excavations or impacts on the land as all works will be restricted to the existing carriageway.

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

Soil

No soil will be disturbed during the works as all works will take place on the existing carriageway.

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

Water

Impacts

- If not adequately controlled, debris and run off from the works could be suspended in the surface water. In the event of a flooding incident, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment;
- Potential for fuel/chemical spillages through the use of various plant and vehicles, which may adversely impact the water environment.

Site Specific Control Measures

- Appropriate measures, as detailed in the Guidance for Pollution Prevention (GPP) 1 and 5 issued by [NetRegs](#), should be implemented to prevent pollution to the natural water environment (e.g. debris, dust sand and hazardous substances) via entering nearby drains.
- Visual pollution inspections of the working area must be conducted in frequency, especially during heavy rainfall and wind;
- Debris and dust generated as a result of the works must be prevented from entering the drainage system. This can be via the use of drain covers or similar.

Provided that mitigation measures and best practice and mitigation measures are followed the residual impact is deemed neutral.

Air

Impacts

- The use of vehicles and plants emitting carbon emissions may temporarily affect air quality.
- On site construction activities carry a potential to produce airborne particulate matter that may have a slight impact on local air quality levels.

Mitigation

Best practice measures will to be adopted for the duration of the scheme. Best practice measures will include but not limited to:

- Vehicle and plant servicing/checks as per manufacturing and legal requirements;
 - Adoption of drive green techniques;
 - Route preparation and planning. When not in use plant and vehicles will be switched off.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planning.

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

Climate Change

Impacts

- Greenhouse gas emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials).

Mitigation

- Where possible local suppliers will be used as far as practicable to reduce travel time and greenhouse gas emitted as part of the works;
- Vehicles/plant shall not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in Material Assets.

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

Material Assets

Impacts

- Contribution to resource depletion through use of virgin materials,
- Greenhouse gas emissions generated by material production and transporting to and from site,
- Transportation and recovery of planings will require energy deriving from fossil fuel.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical stone mastic asphalt (SMA). As a result, the use of TS2010 should reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Circular Economy

The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.

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

Waste

Impact

- Limited quantity of waste from planings will arise requiring disposal.

Mitigation

- Road planings generated will be recovered by a licenced contractor for reuse and/or recycling in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings'.
- Road sweeping waste will be treated at a licenced facility to separate useful materials such as stone/aggregate as far as reasonably practicable, recovering this waste and diverting it from landfill.

Cultural Heritage

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

Vulnerability of the Project to Risks

As the works will be limited to the like-for-like replacement of the carriageway pavement there is no change to the vulnerability of the road to the risk or severity of major accidents / disasters that would impacts on the environment.

It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

Cumulative Effects

There are no schemes in close proximity to these works that will be carried out at the same time as these works which will have a cumulative effect on the local environment.

Assessments of the Environmental Effects

Provided that mitigation measures and best practice are followed the residual impact is deemed neutral.

South Lanarkshire Council Environmental Health team were contacted (17/06/2021) to alert them to possible night 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) exceed/do not exceed 1 hectare in area, are not 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:

- Construction activities are restricted to the 19,288m² area of existing carriageway.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material, TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- Road planings will be fully recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- The design option (replacing the defective surfacing) conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location over approximately 20 years.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.

- The scheme is not situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).

Characteristics of potential impacts of the scheme:

- As the works will be limited to the like-for-like replacement of the carriageway pavement, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- No significant residual impacts are predicted. Disruption due to construction activities are not expected to be significant and will be mitigated as far as is reasonably practicable.
- The successful completion of the scheme will afford benefits to road users.
- The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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