

EC DIRECTIVE 2011/92/EU (as amended)

ROADS (SCOTLAND) ACT 1984 (Environmental Impact Assessment)
Regulations 2017 (as amended)

RECORD OF DETERMINATION

Name of Project:

M74 J6-7 Refurbishment

Location:

The scheme is located in between Hamilton and Motherwell, falling within the region of South Lanarkshire. The National Grid References are:

Scheme extents	NGR
Start 1	NS 73164 56193
End 1	NS 73597 55614
Start 2	NS 73473 56046
End 2	NS 73504 55978
Start 3	NS 73514 56056
End 3	NS 73579 56127
Start 4	NS 73523 55972
End 4	NS 73599 56010
Start 5	NS 73599 56010
End 5	NS 73100 55605
Start 6	NS 73055 55718
End 6	NS 73134 55782

The total area of works is approximately 1.01ha.

Description of Project:

The M74 Junction 6 and 7 structures located within South Lanarkshire are exhibiting signs of extreme wear and tear. The surfacing, waterproofing and barriers found within these locations have failed and require immediate attention and rectification.

The works will consist of an inlay treatment of TS2010 road surfacing throughout the length of the M74 main carriageway; AC20 binder and AC32 base will be utilised in areas of deeper treatment, to repair the defective road surface. Joint replacement, waterproofing and drainage channel replacement will also be required.

The package of works is set to take place in April 2021 for the duration of three months. Working hours will be 24 continuous hours.

South Lanarkshire Council's Environmental Health Team were contacted in December 2020 regarding the required works and have yet to respond.

Traffic management arrangements will involve the isolation of the southbound (SB) carriageway using existing crossovers.

- Crossover 1 is located North of the junction at Bothwell Services.
- Crossover 2 is located immediately South of structure M74 7-6 90 Avon.
- Contraflow on northbound (NB) carriageway with NB traffic operating on hard shoulder running and narrow lanes, and possible speed restrictions.

Please see Appendix 1 for a Location Plan and Scheme Extents drawing.

Description of Local Environment:

The following baseline descriptions have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of sensitivity.

1. Population and Human Health

The scheme is found between Hamilton and Motherwell, South Lanarkshire. Areas of woodland immediately encompass the stretch of the carriageways.

Core Paths HM/2249/1 and HM/2262/1¹ exist alongside the A723 carriageway, which travels below the elevated M74 carriageway. These Core Paths allow pedestrians to easily commute between Hamilton and Motherwell.

Residential areas are found within the nearby towns, where the closest residential area is located approximately 225m east of scheme extent End 3.

The day and night modelled noise level (Lden) for the carriageway along the route of the scheme ranges from 70dB and over, whereas the night only modelled noise level (Lnight) ranges between 65dB and 70dB².

The scheme does not fall within a Candidate Noise Management Area (CNMA) as defined by the Transportation Noise Action Plan, Road Maps³.

Baseline noise is likely to be influenced by vehicle traffic from the carriageway.

¹ <https://southlanarkshire.maps.arcgis.com/apps/webappviewer/index.html?id=ea777bba61f94767a4a801f2f1d65e8b> (Accessed 28/01/2021)

² <https://noise.environment.gov.scot/noisemap/> (Accessed 28/01/2021)

³ <https://noise.environment.gov.scot/pdf/Major%20Road%20Maps.pdf> (Accessed 28/01/2021)

Description of Local Environment:

2. Biodiversity

The scheme is found between Hamilton and Motherwell, South Lanarkshire. Areas of woodland immediately encompass the stretch of the carriageways.

A desktop study using Nature Scot Sitelink Map does not identify any European designations within 2km of the scheme extents. The following National designations have been identified immediately north and west of the scheme location:

- Strathclyde Country Park⁴ borders the scheme extents.
- Hamilton Low Parks designated as a Site of Special Scientific Interest – located immediately north of extents 1, 2 and 3.

Amey's Invasive Non-native Species (INNS) Database does not identify any INNS within proximity of the extents.

The programming of the works falls within bird nesting season (generally between March to August). Heron breeding season falls between the months of February to August⁵.

Field Survey

A field survey was undertaken on 12th January 2021 by the Environmental and Sustainability (E&S) Team to determine the requirement for protected mammal species licensing, under the Wildlife and Countryside Act 1981, the Nature Conservation (Scotland) Act 2004, the Conservation (Natural Habitats, &c.) Regulations 1994, Wildlife and Natural Environment (Scotland) Act 2011 and the Protection of Badgers Act 1992.⁴⁰

Trees bordering the footpath and carriageway were thin in nature and did not harbour any features favourable for bat roosts. Some trees observed immediately behind the first line of trees did feature holes and cracks potentially suitable for bats. As the works will be restricted to the paved structures impact to these more mature trees is not predicted. No evidence of any other protected species activity or shelter were observed.

There was no evidence of bird nests whilst carrying out the survey, likely due to the winter period. Birds may nest within the trees bordering the footpaths between the months of March to August.

3. Land

The trunk road footprint consists of two northbound and southbound lanes, separated by a central reservation, with a hard shoulder. On and off slips exist, and four footbridges travel adjacent to the carriageway.

4. Soil

The National Soil Map of Scotland⁶ does not identify the local soil type of the scheme location.

⁴ <https://sitelink.nature.scot/site/8715> (Accessed 28/01/2021)

⁵ Nature Scot, Breeding season dates for key breeding species in Scotland, 2014.

⁶ http://map.environment.gov.scot/Soil_maps/?layer=1 (Accessed 28/01/2021)

Description of Local Environment:

The scheme is not located within, or within proximity to, any Local Geodiversity Sites (formerly known as RIGS)⁷ or geologically designated SSSIs⁸.

A desktop study using the British Geological Survey Map⁹ has identified local geology types as the following:

Bedrock Geology

- Scottish Upper Coal Measures Formation - Sedimentary Rock Cycles, Coal Measure Type. Sedimentary Bedrock formed approximately 308 to 315 million years ago in the Carboniferous Period. Local environment previously dominated by swamps, estuaries and deltas.

Superficial Deposits

- Alluvium - Clay, Silt, Sand and Gravel. Superficial Deposits formed up to 2 million years ago in the Quaternary Period. Local environment previously dominated by rivers (U).

5. Water

A desktop study using SEPA Water Classification Map¹⁰ identifies the following watercourses within proximity of the scheme:

- Avon Water (Powmillon Burn to River Clyde) is channelled approximately 90m south of extent Start 5. This has been classified with an overall status of moderate and an ecology status of moderate.
- River Clyde (Mouse Water to Strathclyde Loch outflow) is channelled approximately 120m east of extent End 3. This has been classified with an overall status of good, an ecology status of good and a chemistry status of pass.

The Indicative River & Coastal Flood Map¹¹ by SEPA identifies sections of the scheme to be in a location at medium risk of river water flooding from the River Clyde.

Drainage is provided by top entry recessed gullies in the nearside kerb line of the hard shoulder.

6. Air

The scheme location does not fall within any of South Lanarkshire Council's declared Air Quality Management Areas¹².

Residential areas are found within nearby towns, where the closest residential properties are located approximately 225m east of scheme extent End 3.

7. Climate

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

⁷ <https://www.google.com/maps/d/viewer?mid=1HfclRWcITRxxUZWNARManl-PUhE&ll=57.74680670722851%2C-5.313263556249922&z=6> (Accessed 28/01/2021)

⁸ <https://gateway.snh.gov.uk/sitelink/searchmap.jsp> (Accessed 28/01/2021)

⁹ <http://mapapps.bgs.ac.uk/geologyofbritain/home.html> (Accessed 28/01/2021)

¹⁰ <https://www.sepa.org.uk/data-visualisation/water-classification-hub/> (Accessed 28/01/2021)

¹¹ <http://map.sepa.org.uk/floodmap/map.htm> (Accessed 29/01/2021)

¹² <http://www.scottishairquality.scot/lagm/aqma> (Accessed 29/01/2021)

Description of Local Environment:

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

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

8. Material Assets

Activity	Material Required	Origin/ Content
Site construction	<ul style="list-style-type: none"> Aggregate Binder Metal Bridging Plate Parapets Concrete Fixings Deck waterproofing TS2010 surfacing Sub surface drainage Plug joints Paint VRS 	<p>Metal components will have a percentage of recycled content. Recycled content is dependent on supplier and design.</p> <p>A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% - 15% with up to 10% in surface course.</p> <p>TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA. As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources¹³.</p>

Key Waste Arising from Activities

Activity	Waste Arising	Disposal/ Regulation
Site construction	<ul style="list-style-type: none"> Aggregate Metal Bridging Plate Surface course Parapets Concrete Road planings Waterproofing Plug joints VRS 	<p>All recyclable waste will be recycled in line with guidance.</p> <p>Depending on the condition of concrete, concrete can be recycled and act as a replacement for gravel.</p> <p>Presence of tar should be confirmed prior to the commencement of the works.</p> <p>If testing does 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> <p>If evidence of tar is identified during further site investigations, any tar-contaminated planings will</p>

¹³ Transport Scotland TS2010 Surface Course Specification and Guidance Issue 04, 2018 (as amended)

Description of Local Environment:		
		<p>require removal off site for treatment/disposal at a licenced waste facility.</p> <ul style="list-style-type: none"> • A SEPA consignment note is required. • SEPA are to be informed at least three days prior to the movement of special waste.
<p>9. Cultural Heritage</p> <p>A desktop study using PastMap¹⁴ does not identify any protected features of cultural heritage within proximity of the scheme location.</p>		
<p>10. Landscape</p> <p>Strathclyde Country Park is located north and west of the scheme. The works will be restricted to the paved structures and will not impact the park.</p> <p>Views of, and from, the road will be temporarily affected during construction due to the presence of works, traffic management and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.</p>		

Description of the main environmental impacts of the project and proposed mitigation:	
<p>The following environmental impacts have been numbered to follow the appropriate DMRB chapters for environmental assessment and do not reflect a ranking of impact severity. Construction and operational impacts, including impact on Policies and Plans, are covered within each environmental topic heading where applicable.</p>	
1. Population and Human Health	<p>1.1 Impacts</p> <ul style="list-style-type: none"> • Traffic management (TM) will involve the closure of the SB carriageway and Core Paths. These closures may cause delays for drivers and pedestrians using these routes. • Construction activities will take place within day and night-time programming. TM arranged during daytime may increase congestion and traffic on local roads. • Areas of woodland separate the scheme extents from residential areas, spanning over 100m. Wooded areas may provide a level of screening. <ul style="list-style-type: none"> - Given the distancing from the residential properties coupled with the possible level of screening provided by the wooded land, impact to residential properties is not considered significant. • As works will take place over a period of three months, this may result in a cumulated disturbance effect. • Drainage improvements may contribute to reducing the likelihood of surface water flooding, thus, possibly resulting in reduced rates of accidents due to water build-up, especially in harsh weather. • Deck waterproofing will protect the carriageway and structures from deteriorating due to water ingress.

¹⁴ <https://pastmap.org.uk/> (Accessed 29/01/2021)

Description of the main environmental impacts of the project and proposed mitigation:

- If resurfacing works are undertaken, TS2010 road surfacing will be utilised. TS2010 can reduce noise levels and improve the skid resistance of the road.
- The use of TS2010 is shown to have superior durability to standard road mixes as such this will extend the life span of the carriageway preventing the need for reoccurring routine maintenance and associated levels of disruption¹⁵.

1.2 Mitigation

- Operatives will be briefed with the Noise and Vibration toolbox talk before starting works (see Appendix A below).
- Advance warning signs will be put in place to notify drivers and pedestrians of the upcoming closures and diversion route.
- An alternative route will be established to allow all people to safely bypass the works.
 - Core Paths should not be closed off to members of the public at the same time. Work should be carried out respectively. Directional signs must be placed.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.
- It is recommended, where possible, for hydraulic or electric tools to be used as opposed to diesel or petrol, to reduce noise.
- It is recommended, where possible, the delivery of materials to the scheme extents to be made during daytime and early evening hours. This is to reduce delivery trips required and noise associated by traffic.
- The unloading and loading of materials and site movement will be limited in the evening and night-time hours.
- As construction activities will take place on elevated structures, operatives will consider using rubber linings on chutes and dumpers to reduce noise impact.
- Fitting designed sound reduction equipment to reduce noise without impairing efficiency e.g. mufflers / silencers.

It has been determined that the proposed project will have slight temporary impact to population and human health. Post construction the scheme will afford slight benefits.

It has been determined that the proposed project will not have direct or indirect significant effects to Population and Human Health.

2. Biodiversity

Hamilton Low Parks (SSSI) is located immediately north of the works.

Given the long duration of the works, coupled with the SSSI located north of the scheme, Nature Scot were consulted in January 2021. Nature Scot agreed that a formal consent will not be required to progress with works, as it is not likely for the works to damage the SSSI.

Nature Scot, however, require best practice to be adhered to whilst carrying out construction works, and to adopt the precautionary steps as per section 2.2 Mitigation. These measures will reduce general disturbance to wildlife.

¹⁵ Transport Scotland TS2010 Specification and Guidance Issue 03, October 2015 (as amended)

Description of the main environmental impacts of the project and proposed mitigation:

2.1 Impacts

- As works will take place over a period of three months, this may result in a cumulated disturbance effect to nearby wildlife.
- Protected species may be active within the surrounding environment.
- Works may require the cut back of vegetation.
- As the works will be restricted to the paved structures, no damage is predicted to the SSSI.
- Replacement of drainage channel will be like-for-like therefore, adverse impact to the SSSI is unlikely.

2.2 Mitigation

- A bird nesting survey will be necessary during bird nesting season (March to August). The bird nesting survey will be carried out by competent personnel.

Protected Species

- Construction works, including plant, vehicle and machinery will be restricted to paved structures and must not enter the SSSI at any time.
- Vehicles, plant and machinery will be switched off when not in use to reduce noise levels.
- Where possible the noisiest activities will be carried out before 22:00pm.
- Artificial site lighting will be directional and pointed away from areas of woodland.
- Effects from noise will be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency
- Any excavations which are left open and unattended overnight (including manholes), will be benched or ramped to avoid entrapment and such excavations will be inspected each morning for the presence of trapped animals.
- The safe and secure storage of oil, fuels and other potential pollutants or poisonous materials will be adopted. These pollutants must not enter nearby drains or watercourses.
 - Refer to section 5 Water.
- Works will temporarily stop upon the sighting of a protected species and will only recommence once the protected species has vacated the site. Further advice may be sought from the E&S Team.
- In the event of discovering a suspected protected species shelter, all works will stop, and the E&S Team contacted. Works will only recommence following a protected species survey and once a requirement for protected species licencing has been established.
- Operatives will be briefed with the Noise and Vibrations briefing.

Nesting Birds

- It is an offence to damage, destroy or interfere with the nest of any bird while it is in use.
- A bird nesting check will be carried out before any cut back. Upon discovering an active nest, the E&S Team will be contacted. The nest will not be removed or disturbed, until advise is sought. This may require obtaining a licence to remove and displace the bird.

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

Description of the main environmental impacts of the project and proposed mitigation:	
3.	Land
3.1	Impacts
	<ul style="list-style-type: none"> Construction works will take place on the four footbridges falling with South Lanarkshire Council jurisdiction.
3.2	Mitigation
	<ul style="list-style-type: none"> The engineer will consult with the local authority regarding the works required and traffic management arrangements. Any agreements will be kept during construction. <p>It has been determined that the proposed project will have slight direct effects to land.</p> <p>It has been determined that the proposed project will not have direct or indirect significant effects to land.</p>
4.	Soil
	<p>Excavation works will be required to achieve the works. As works will be like-for-like no adverse impact is predicted to local soils. Where possible excavated soils will be reused for backfilling purposes.</p> <p>It has been determined that the proposed project will not have direct or indirect significant effects to soil.</p>
5.	Water
5.1	Impacts
	<ul style="list-style-type: none"> In the event of a flooding incident, the works will carry an increased risk of allowing fine sediments / debris to become mobilised in surface water. Potential for spills, leaks or seepage of fuels and oils may escape and reach drainage systems and watercourses, if not controlled. Painting and jet washing will be required as part of the works. If not controlled, there is potential for these residues to enter nearby watercourses. Concrete is highly alkaline and can be toxic to fish, plants and any animal dependant on the watercourse. Drainage improvements may contribute to reducing the likelihood of surface water flooding, thus, possibly resulting in reduced rates of accidents caused by water build-up, especially in harsh weather conditions such as rain and ice. Replacement of drainage channel will be like-for-like therefore, adverse impact to the SSSI is unlikely.
5.2	Mitigation
	<ul style="list-style-type: none"> Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water (e.g. debris, dust, hazardous spills). Measures can include but not limited to: <ul style="list-style-type: none"> Spill kits to always be present on site, The use of funnels and drip trays when transferring fuel, Use of dampening or tool extraction mechanisms to control dust, Painting should be carried out in dry weather, The use of covers to act as seal around drains, Any pollution incidences reported. Concrete transported on site will be sited at least 10m away from a surface water drain, and placed on an impermeable designated area;

Description of the main environmental impacts of the project and proposed mitigation:

- Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather / flooding events, all activities should temporarily stop, and only reconvene when deemed safe to do so, and run-off / drainage can be adequately controlled to prevent pollution.
- Best practice, as detailed by SEPA's Guidance for Pollution Prevention (GPPs), will always be followed onsite. This will ensure that any potential sediments / spills are not allowed to enter road drainage unchecked.

The installation of the new sub-surface road drainage system will be connected to an existing drainage system, therefore, under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR regulations), the scheme does not require any form of registration or licence.

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

6. Air

6.1 Impacts

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

6.2 Mitigation

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

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

7. Climate

7.1 Impacts

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

7.2 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 section 8 Material Assets.

Description of the main environmental impacts of the project and proposed mitigation:

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

8. Material Assets

8.1 Impacts

- Contribution to resource depletion through use of virgin materials,
- Greenhouse gas emissions generated by material production and transporting to and from site,
- Special waste disposal may be required, if tar is present.
- The joint system has been developed to withstand heavy volume trafficking on bridges, reducing potential for damage to the joint, and extending the period before replacement/repair will be required in future.
- 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.
- Deck waterproofing enhances the longevity and durability of structures. It represents the first line of defence against the ingress of water, road de-icing salts and aggressive chemicals which can corrode the steel reinforcement in concrete.

8.2 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.
- Uncontaminated 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'.
- 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.
- Any waste containing coal tar will be classed as special waste. This will require landfill disposal to a site capable of accepting coal tar contaminated waste.
- The disposal of special waste is also subject to obtaining a SEPA consignment note and providing advance notice of at least 3 days prior to any waste movement.

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.

9. Cultural Heritage

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

10. Landscape

Strathclyde Country Park is located north and west of the scheme. The works will be restricted to the paved structures and will not impact the park.

Views of, and from, the road will be temporarily affected during construction due to the presence of works, traffic management and plant. As the works are operating on a like-for-like basis, no permanent changes to landscape features are predicted.

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

Description of the main environmental impacts of the project and proposed mitigation:

11. 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 impact on the environment.

Extent of EIA work undertaken and details of consultation:

The following environmental parameters have been considered within this Record of Determination:

- Population and Human Health
- Biodiversity
- Land
- Soil
- Water
- Air
- Climate
- Material Assets
- Cultural Heritage
- Landscape

The following statutory organisations have been consulted:

- South Lanarkshire Council's Environmental Health Team have been notified of the proposed works.
- Nature Scot were consulted regarding the SSSI.

The following environmental surveys / reviews have been undertaken:

- A design Initial Environmental Review of the scheme, undertaken by the Environmental and Sustainability Team at Amey in January 2021.
- A field survey was carried out on the 12th January 2021.

Statement of case in support of a Determination that a formal EIA and Environmental Impact Assessment Report is not required:

The works are considered to constitute a relevant project falling within Annex II as referred to in the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended), since they exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended). Screening using Annex III criteria, reference to consultations undertaken and review of available information has identified there is no need for a full 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 1.01ha area of existing carriageway and paved footbridges.
- 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.
- Uncontaminated 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.
- The joint system has been developed to withstand heavy volume trafficking on bridges, reducing potential for damage to the joint, and extending the period before replacement/repair will be required in future.
- Deck waterproofing enhances the longevity and durability of structures. It represents the first line of defence against the ingress of water, road de-icing salts and aggressive chemicals which can corrode the steel reinforcement in concrete.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and on four footbridges falling within South Lanarkshire Council's authority. Consultation with the council will allow for works to be carried out on these four structures.
- The scheme is not situated in whole or in part in a "sensitive areas" 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 and filter drain, 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 and members of the public.
- Drainage improvements may contribute to reducing the likelihood of surface water flooding, possibly resulting in reduced rates of accidents due to water build-up, especially in harsh weather.
- 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.

File references of supporting documentation:

Appendix 1 – Scheme location and extent

APPENDIX 1: SCHEME LOCATION AND EXTENTS

