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Environmental Impact Assessment Record of Determination

A726 Righead to Milton Bridge

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Project Details

Description

This Strategic Road Safety (SRS) project aims to address several defects along the eastbound footpath alongside the A726 carriageway through East Kilbride. As part of the improvement works, a new cycleway will be constructed to enhance user safety and create links to existing cycle routes in the area.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Felling of a column of trees and branch cut back;
- Excavation of grass verge and existing footway;
- Resurfacing of footway;
- Installation of new cycleway;
- Reinstatement of grass verge;
- Removal of TM.

A potential design has been proposed to include replanting trees along the verge of the westbound carriage where there is open space along the grass verge. The volume and number of trees has not been determined but will likely be carried out on a 1:1 ratio.

Plant and machinery used will likely include the following (but not limited to):

- Trucks;
- Excavator, and;
- Hand tools.

The proposed construction is programmed to be undertaken and completed within the 2025-26 financial year during both daytime and nighttime hours. The duration of which is still to be determined.

Traffic Management will consist of lane closures. A diversion route is not needed, as this carriageway is a dual carriageway road.

Location

This scheme is located adjacent to the A726 eastbound carriageway, through East Kilbride in South Lanarkshire. The scheme extents can be found at the following National Grid References (NGRs):

- Scheme Start - NS 61654 54543
- Scheme End - NS 62841 54057

See Figure 1: Scheme Location Map below.



Figure 1: Scheme Location Map

Description of local environment

Air quality

The scheme is located in an urban area, adjacent to the eastbound A726 carriageway through East Kilbride in South Lanarkshire. Mature deciduous trees and shrubs line both sides of the carriageway within the scheme's boundaries. The broader area comprises residential properties forming the town of East Kilbride. There is open space surrounding the scheme extents taking the form of parks and gardens.

There are over 100 residential properties located within 200m of the scheme extents; the closest being located approximately 21m along Lindores Drive. Other sensitive air quality receptors consist of the following:

- East Kilbride Nature Park located approximately 87m north of the scheme extents.
- Westwood House Care Home – Sanctuary Care located approximately 44m south of the scheme extents.
- East Milton Primary School located approximately 154m south of the scheme extents.
- Premier Inn Glasgow East Kilbride Hotel located approximately 81m south of the scheme extents.
- Kirktonholme Nursery - East Kilbride located 148m north of the scheme extents.

Baseline air quality is primarily influenced by traffic along the A726 carriageway. [Manual count point 90119](#), located within the scheme extents, shows that in 2024, the Annual Average Daily Flow (AADF) for all motor vehicles was 12,681 with 312 of these being Heavy Goods Vehicles (HGVs).

Coca Cola, 52 Milton Road, East Kilbride site is located approximately 650m northwest of the scheme extents according to the [Scottish Pollutant Release Inventory \(SPRI\)](#). This site releases Carbon Dioxide and Hydrofluorocarbons.

South Lanarkshire Council have declared [three Air quality Management Areas \(AQMAS\)](#), however, all are situated out with 200m of the scheme extents.

There are no [Air Quality Monitoring Stations](#) located within 200m of the scheme extents.

Cultural heritage

A desk-based assessment has been undertaken using [Pastmap](#) to identify cultural heritage assets within the vicinity of the scheme. A study area of 300m has been used for designated cultural heritage assets, and an area of 200m for non-designated cultural heritage assets.

The assessment found no designated sites within 300m of the scheme extents. However, non-designated cultural heritage assets within 200m are detailed in Table 1.

Table 1: Non-Designated Cultural Heritage Assets within 200m

NAME	REFERENCE NUMBER	DESCRIPTION	DISTANCE FROM SCHEME
East Kilbride, Queensway, General	251248	Canmore - General View (Period Unassigned)	Within the scheme extents
East Kilbride, East Milton Primary School	169776	Canmore - School (Period Unassigned)	Approx. 84m south of the scheme extents
East Kilbride, 152-156 Quebec Drive	166189	Canmore - House(S) (20th Century)	Approx. 80m south of the scheme extents
East Kilbride, 136-148 Quebec Drive	166187	Canmore - House(S) (20th Century)	Approx. 29m south of the scheme extents
East Kilbride, 50-96 Quebec Drive	166188	Canmore - Flats (20th Century)	Approx. 44m south of the scheme extents
East Kilbride, General	170786	Canmore - Burgh (Medieval), Town (20th Century)	Approx. 30m east of the scheme extents
East Kilbride, Centre One, Government Offices	205183	Canmore - Office(S) (Period Unassigned)	Approx. 170 northeast of the scheme extents
East Kilbride	44983	Canmore – Coin (Roman)	Approx. 160m east of the scheme extents

As works are minor in nature and are all contained within the grass verge, there will be no impact on any identified cultural heritage assets. Therefore, this aspect has been scoped out for further assessment.

Landscape and visual effects

Mature deciduous trees and shrubs line both sides of the carriageway within the scheme's boundaries. The broader area comprises residential properties forming the town of East Kilbride. There is some open space surrounding the scheme extents taking the form of parks and gardens.

According to [Scotland's Environment Map](#), there are no Tree Preservation Orders (TPOs), Gardens and Designed Landscapes, Ancient Woodland or any National Scenic Areas within 500m of the scheme extents.

[Scotland's Historic Land Use Assessment \(HLA\) Map](#) has identified that the land within the scheme extents has been previously used as '[Motorway and Major Roads](#)'.

A search on [Scotland's Landscape Character Type \(LCT\) Map](#) has highlighted that the LCT within the scheme extents along the A725 can be categorised as '0 – Urban'.

There are two footways adjacent to the scheme extents, these being Core Path EK/1031/1 and EK/1030/1. These footways are not Public Rights of Ways (PRoW).

The views from the carriageway are predominantly of mature trees. In areas where trees are sparse, residential properties become visible.

Multiple residential properties will have views of the works, particularly those along Lindores Drive and Falkland Drive, due to the lack of vegetation screening along the scheme extents. Residential properties are also located on an area of land that is of a greater elevation in comparison to the scheme extents, therefore, there is no natural topographic screening.

Biodiversity

A desktop study using NatureScot's online research tool, [Sitelink](#), has not highlighted any European designated sites within 2km of the scheme extents. However there is direct hydrological connectivity to the Inner Clyde Ramsar, [\(ID: 8429\)](#) and Special Protection Area (SPA), [\(ID: 8514\)](#), located approximately 20km northwest.

There are no national designations, such as Sites of Special Scientific Interest (SSSI), within 200m of the scheme extents.

A search on the [National Biodiversity Network \(NBN\) Atlas](#) has not identified any protected species or any Invasive Non-Native Species (INNS) within 500m of the works area.

Transport Scotland's Asset Management Performance System (AMPS) also does not highlight any INNS within the scheme extents.

Geology and soils

There are no Geological Conservation Review Sites (GCRS), Local Geodiversity Sites or any Geological Site of Special Scientific Interest (SSSI)s that have connectivity or are within 200m of the scheme extents as noted by [NatureScot's Sitelink](#).

There is no soil data available within the scheme extents according to [Scotland's Soils Map](#), this is likely due to the scheme locations urbanised, built-up nature. The national land capability for agriculture within the scheme extents can be categorised a '888' urban.

According to [Britain's Geology Viewer](#), the geology along the A726, within the scheme extents consists of the following:

Bedrock Geology

- Limestone Coal Formation - Sedimentary rock cycles, Clackmannan group type. Sedimentary bedrock formed between 329 and 328 million years ago during the Carboniferous period.

Superficial Deposits

- Till, Devensian - Diamicton. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.

Material assets and waste

The proposed scheme does require a Site Waste Management Plan (SWMP) as the total value is over £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works.

Table 2: Key Materials Required for Construction

Activity	Materials Required	Sources
Construction	<ul style="list-style-type: none"> Asphalt Type 1 (loose rock) Kerbs and slabs Rosin for surface markings Bollards Potentially signs 	<ul style="list-style-type: none"> Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.

Table 3: Key Waste Arising from Activities

Activity	Waste Produced	Disposal
Construction	<ul style="list-style-type: none"> Earth Footpath surface (Asphalt) Kerbs Potentially old signs Slabs Vegetation (trees) 	<ul style="list-style-type: none"> Wastes will be recycled as far as reasonably practicable. Waste planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within the Scottish Environment Protection Agency (SEPA) document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings. Vegetation will be disposed of at a licensed facility.

Noise and vibration

There are over 100 residential properties located within 300m of the scheme extents: the closest being located approximately 21m along Lindores Drive. Other sensitive noise and vibration receptors consist of the following:

- East Kilbride Nature Park located approximately 87m north of the scheme extents.
- Westwood House Care Home – Sanctuary Care located approximately 44m south of the scheme extents.
- East Milton Primary School located approximately 154m south of the scheme extents.
- Premier Inn Glasgow East Kilbride Hotel located approximately 81m south of the scheme extents.

- The Church of Jesus Christ of Latter-day Saints located approximately 242m south of the scheme extents.
- Western Greenway South Park and Garden located approximately 211m south of the scheme extents.
- Kirktonholme Nursery - East Kilbride located 148m north of the scheme extents.

Baseline noise and vibration levels are primarily influenced by traffic along the A726 carriageway. [Manual count point 90119](#), located within the scheme extents, shows that in 2024, the AADF for all motor vehicles was 12,681 with 312 of these being HGVs.

[Scotland's Noise Map](#) has recorded that the noise level (Lday) during daytime hours ranges from approximately 62dB to 69dB. During nighttime hours, the noise level (Lnight), has been recorded to range from approximately 54dB to 60dB.

The works do not fall within a Candidate Noise Management Area (CNMA) as highlighted by [Transport Scotland's Transportation Noise Action Plan \(TNAP\) \(2019-2023\)](#).

Population and human health

Due to the nature of the works, an area of 300m has been investigated to determine the population and human health baseline.

The land surrounding the scheme extents is predominately used for residential, recreational and community purposes.

There are over 100 residential properties located within 300m of the scheme extents, the closest being located approximately 21m along Lindores Drive. Other sensitive community receptors consist of the following:

- East Kilbride Nature Park located approximately 87m north of the scheme extents.
- Westwood House Care Home – Sanctuary Care located approximately 44m south of the scheme extents.
- East Milton Primary School located approximately 154m south of the scheme extents.
- Premier Inn Glasgow East Kilbride Hotel located approximately 81m south of the scheme extents.
- The Church of Jesus Christ of Latter-day Saints located approximately 242m south of the scheme extents.

- Western Greenway South Park and Garden located approximately 211m south of the scheme extents.
- Kirktonholme Nursery - East Kilbride located 148m north of the scheme extents.

There are no [National Cycle Network Routes](#) located within 300m of the scheme extents, however, there are non-designated cycleways surrounding the scheme extents.

There are multiple [Core Paths](#) within 300m of the scheme extents. Key core paths include the following:

- Core Path EK/1031/1 is located adjacent to the eastbound carriageway.
- Core Path EK/1030/1 is located adjacent to the westbound carriageway.
- Core Path EK/1234/1 runs over the scheme extents at NGR NS 62042 54388.
- Core Path EK/1222/2 is located adjacent to the eastbound carriageway.
- Core Path EK/1206/2 is located adjacent to the westbound carriageway.
- Core Path EK/1240/1 runs through the scheme extents at NGR NS 62370 54256.

There are two footways adjacent to the scheme extents, these being Core Path EK/1031/1 and EK/1030/1. These footways are not Public Rights of Ways (PRoW).

Multiple laybys are located within the scheme extents. Streetlights border either side of the A726 carriageway.

There are four bus stops located within the scheme extents. These run routes to and from Strathaven.

Road drainage and the water environment

According to [SEPA's Water Classification Hub](#), there are no watercourses located within 500m. However, Kittoch Water, an unclassified watercourse is located approximately 432m north of the scheme extents. An unnamed tributary of this watercourse flows through the scheme extents at NGR NS 62264 54296.

[SEPA's Flood Risk Map](#) has indicated that there are multiple areas within and directly around the scheme extents that have a high (10%) chance of surface water flooding.

[Groundwater](#) within the scheme extents consists of East Kilbride groundwater, (ID: 150590), which has an overall poor quality.

The works do not fall within a [Nitrate Vulnerable Zone \(NVZ\)](#).

The drainage method within the scheme extents consists of gullies, filter stones and catchpits.

Climate

The Climate Change (Scotland) Act 2009, as amended by the [Scottish Carbon Budgets Amendment Regulations 2025](#) sets out the statutory framework for reducing greenhouse gas (GHG) emissions in Scotland. The prior annual and interim targets have been replaced by five-year carbon budgets, which sets limits on the amount of GHGs that can be emitted in Scotland.

The proposed carbon budgets are aligned with advice from the UK Climate Change Committee (CCC) and calculated in accordance with the 2009 Act. The 2025 Regulations define the baseline years for emissions reductions as 1990 for greenhouse gases including carbon dioxide, methane, and nitrous oxide, and 1995 for others such as hydrofluorocarbons, perfluorocarbons, and sulphur hexafluoride (as set out in Section 11 of the Act). The budgets are as follows:

- 2026 - 2030: Average emissions to be 57% lower than baseline.
- 2031 - 2035: Average emissions to be 69% lower than baseline.
- 2036 - 2040: Average emissions to be 80% lower than baseline
- 2041 - 2045: Average emissions to be 94% lower than baseline.

These budgets are legally binding and will be supported by a new Climate Change Plan, which will outline the specific policies and actions required to meet the targets.

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

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

Policies and Plans

This Record of Determination (RoD) has been undertaken in accordance with Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 (RSA EIA Regulations) along with Transport Scotland's Environmental Impact Assessment Guidance ([Guidance – Environmental Impact Assessments for road projects \(transport.gov.scot\)](#)). Relevant guidance, policies and plans accompanied with the Design Manual for Roads and Bridges ([Design Manual for Roads and Bridges \(DMRB\)](#)) LA 101 and LA 104 were used to form this assessment.

Description of main environmental impacts and proposed mitigation

Air quality

Impacts

- 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.
- Construction activities, including excavation, carry a potential to produce airborne particulate matter, dust and generate emissions.
- Various plant, vehicles, and Non-Road Mobile Machinery (NRMM) will contribute to local dust, particulate matter and exhaust emissions.
- TM implemented during the scheme may result in an increase in vehicle emissions through idling vehicles and increased congestion. This may result in a temporary deterioration in local air quality.
- The impacts identified will be temporary for the duration of the works only and therefore no change is predicted on air quality.
- Post construction there will be no change to the traffic volume, speed or road alignment.
- As works do not lie within 200m of any AQMAs, there will be no impact to those declared by South Lanarkshire Council.

Mitigation

- Best practice and measures as outlined in the 'Guidance on the assessment of dust from demolition and construction (January 2024)' published by the Institute of Air Quality Management (IAQM), which includes the following mitigation relevant to this scheme will be followed:
 - Materials that have a potential to produce dust will be removed from site as soon as possible, unless being re-used on site (cover or fence stockpiles to prevent wind whipping);
 - Cutting, grinding or sawing equipment will only be used when fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Drop heights from conveyors and other loading or handling equipment will be minimised;
 - Vehicles entering and leaving the work area will be covered to prevent escape of materials during transport;

- Equipment will be readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods; and
- When not in use, plant, vehicles and NRMMs will be switched off and there will be no idling vehicles.
- Plant, vehicles and NRMM will be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.
- Green driving techniques will be adopted, and effective route preparation and planning will be undertaken prior to works.

The residual significance of effects are considered not significant and does not warrant further assessment in accordance with DMRB Guidance document LA 105: Air Quality

Landscape and visual effects

Impacts

- There will likely be a short-term impact on the landscape character of the site as a result of the presence of construction plant, vehicles, and TM.
- There will be a temporary impact upon visual receptors of the carriageway, such as residential properties along the Lindores Drive and Falkland Drive, due to cycleway construction activities occurring along the scheme extents where vegetation or topographic screening is not present.
- There will be a change in landscape due to the felling of trees and construction of the new cycleway.
- The removal of trees in this alignment will temporarily reduce the scenic quality, but replacement planting can help restore and enhance the visual character over time.
- Users of the footpaths will experience diminished visual amenity as a result of tree removals and increased construction activity. The presence of machinery and fencing will disrupt the visual quality of these recreational areas.

Mitigation

- Throughout all stages of the works, the site will be kept clean and tidy, with materials, equipment, plant and wastes appropriately stored, reducing the landscape and visual effects as much as possible.
- Plant, vehicles, and materials will be contained to hardstanding areas within the carriageway boundary (as far as reasonably practicable). Should damage to the landscape occur, reinstatement of soil, grass or grass seed will be carried out.

- Vegetation removal will be minimised as much as possible and only be carried out where necessary.
- Replanting of trees will be carried out in order to improve the landscape visually and reinstate any lost habitats. Replacement tree planting at a 1:1 ratio to offset tree loss is proposed.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects identified with the works are unlikely to be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual, no further assessment is required.

Biodiversity

Impacts

- There is potential for temporary adverse impacts on biodiversity in the area caused by increased noise level, as a result of the presence of construction vehicles and plant onsite causing disturbance to species and potential pollution of habitats.
- Vegetation cutback and removal may be required to facilitate the works and there may be permanent loss of small areas of this habitat.
- The proposed works may have a negative impact on birds that are nesting if vegetation clearance or tree / hedgerow cutback is required during the nesting bird season (March to August inclusive).
- Tree felling may eliminate future opportunities for habitat development and decrease nesting locations for birds.
- Replanting of trees will provide habitats and shelter for the local biodiversity.

Mitigation

- 'Soft start' techniques will be utilised with noise heavy equipment/plant/machinery in order to avoid disturbance to any potential noise sensitive species present in the area.
- If works are within the main breeding birds season (March to August inclusive), nesting bird checks will be undertaken within 48 hours prior to any vegetation clearance.
- In the unlikely event that protected species is noticed on site, works will be temporarily suspended until the animal has moved on. Any sightings will be reported to the ET&S Team.
- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.

- Vegetation cutback will be minimised through the design process where possible.
- Any artificial lighting will be pointed directly at the works as to minimise impact on nocturnal species. If any protected species are discovered during works, all work will cease, and a member of the Environment Team will be contacted.
- Replanting of trees will be carried out to provide shelter and habitats for the local biodiversity.

A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on the Inner Clyde Ramsar and SPA due to:

- No reduction in habitat area, with all works confined to the existing highway boundary.
- No change in the level of disturbance to key species as a result of the works.
- No increased habitat or species fragmentation

On the condition that the above mitigation measures and best practice are adhered to, no significant effects on biodiversity are predicted. Therefore, in accordance with DMRB Guidance document LA 108: Biodiversity, no further assessment is required.

Geology and soils

Impacts

- There is potential for minor adverse impacts to soil quality as works require excavation. This can create adverse conditions, including erosion and polluted soils.
- Removal of trees may disrupt the soil within the scheme extents.

Mitigation

- Vehicles and materials will not be stored or parked on grass verges where possible. Where damage occurs, the reinstatement of the grass verge will be carried out.
- Weather reports will be monitored prior to the works, with all construction activities temporarily halting in the event of predicted high rainfall or wind.
- If any unusual odours or soil colourations are identified during the works, the works must cease, and the environmental team will be notified.
- Spill kits will be present on site and all operatives will be fully trained in their use. Any fuels or chemicals required for use will be stored securely with drip trays used appropriately and stored under any chemical or fuel containers.

- Excavated soils will not be stored on site, and will be appropriately contained/covered, and protected from the elements.

With mitigation measures in place there is no significant effect anticipated on geology and soils. Therefore, in accordance with DMRB Guidance document LA 109: Geology and Soils no further assessment is required.

Material assets and waste

Impacts

- The works will result in contribution to resource depletion through use of virgin materials.
- There will be an increase in waste sent to landfill sites if waste materials are not recycled or reused.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- Materials will be delivered on site when required.
- The Contractor will comply with all 'Duty of Care' requirements, ensuring that any surplus materials or wastes are stored, transported, treated, used, and disposed of safely without endangering human health or harming the environment. All waste transfer notes and/or waste exemption certificates will also be completed and retained.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally at a suitably licenced waste management facility.
- A SWMP will be prepared to minimise waste production and ensure the waste hierarchy is followed.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste. Therefore, in accordance with DMRB Guidance document LA 110: Material Assets and Waste, no further assessment is required.

Noise and vibration

Impacts

- There may be an increase in noise levels during construction due to the use of plant and machinery used for the excavation, such as the excavators, and an increase in HGVs.
- The works will not change the existing baseline noise level post construction for any sensitive receptors.
- Excavation works may increase vibration levels particularly for receptors along Lindores Drive. These vibration levels are not expected to be significant.

Mitigation

- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary alterations to working arrangements.
- On-site construction tasks will be programmed to be as efficient as possible, with a view to limiting noise disruption to local sensitive receptors. The noisiest works will be undertaken before 23:00 where possible.
- 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.
- A 'soft start' to works will be in place, whereby plant/machinery/vehicles are started sequentially as opposed to simultaneously.
- Amey's Noise and Vibration environmental briefing will be delivered to all site operatives before works start.
- Due to nighttime programming, Amey's Energy Transition & Sustainability Team has notified South Lanarkshire Council in advance of the works.
- A letter drop will be delivered to residents within 300m to notify them of upcoming works, timings and duration.

With best practice mitigation measures in place, and due to the works being of a minor, temporary, transient nature, no significant effects are predicted for noise and vibration. Therefore, in accordance with DMRB Guidance document LA 111: Noise and Vibration no further assessment is required.

Population and human health

Impacts

- Access to residential properties will not be impacted by the works.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased travel times).
- Land take is not required for this scheme therefore there will be no impact as a result of permanent or temporary land acquisition from private land, businesses, agriculture, Walkers, Cyclists or Horse riders (WCH) and/or community facilities as a result of the scheme.
- Works will improve the safety of footway users therefore having an overall positive impact.
- Bus laybys will be closed during construction.
- Loss of some tree belts will increase exposure for adjacent properties, altering views and reducing privacy.

Mitigation

- TM restrictions/arrangements and any expected travel delays will be publicised within the local and wider area, in an effort to minimise disturbance to vehicular travellers.
- During footway closures, operatives will have measures in place to allow users of all abilities to safely pass by the works and access properties and use the core path. Any pedestrian diversions for the works will be clearly signed and accessible.
- South Lanarkshire Council will be contacted in regard to construction activities and the installation of the new cycleway. The community opinion will be taken into consideration in the design process. Planning permission is not needed.

With best practice mitigation measures in place, no significant effects associated with Population and Human Health are predicted. Therefore, in accordance with DMRB Guidance document LA 112: Population and Human Health no further assessment is required.

Road drainage and the water environment

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 or heavy rainfall, this debris may be mobilised and could enter the road drainage having a detrimental effect on the surrounding local water environment.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses if not controlled, which may adversely impact the water environment.
- Should flooding occur, this may delay the scheduled works.

Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- Debris and dust generated as a result of the works will be prevented from entering the drainage system. This can be via the use of drain covers or similar.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur (available 24 hours, 7 days a week).
- 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 will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.
- Prior to works commencing, all operatives will be briefed on [SEPA's Guidance for Pollution Prevention \(GPP\)](#) documents (particularly GPP 1, GPP 2, GPP 5, GPP 6, GPP 8, GPP 21 and GPP 22).

Providing all works operate in accordance with current best practice, as detailed within SEPA's GPPs, the effects on Road Drainage and the Water Environment are considered not significant. Therefore, in accordance with DMRB Guidance document LA 113: Road drainage and the water environment no further assessment is required.

Climate

Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

With best practice mitigation measures in place, the residual significance of effect on climate is considered to be neutral. Therefore, in accordance with DMRB Guidance document LA 114: Climate, no further assessment is required.

Vulnerability of the project to risks

The construction activities will be confined within the grass verges of the A726 carriageway boundary with vegetation removal, ensuring no increased risk or severity of major accidents or disasters impacting the environment. Upon completion, overall road safety will be enhanced.

All mitigation measures will be adhered to onsite which considers the vulnerability of the project to be low.

The A726 carriageway, within the scheme, has small areas identified at risk of surface water flooding. Works will be programmed as far as is reasonably practicable to avoid periods of adverse weather or heavy rainfall.

Assessment cumulative effects

According to [Amey's Current Works Schedule](#) and the [Scottish Road Works Commissioner](#), there are no other works scheduled to be carried out within the proposed works time and location.

[South Lanarkshire Council's Planning Portal](#) has highlighted that the proposed plan [P/25/0546](#) is set to take place within the scheme extents at the 'End' point. Set dates have not been determined but works proposed involve the redevelopment of town-centre land to provide a residential-led mixed use development.

There may be an increase in traffic congestion and an increase in journey times due to TM set up for scheduled construction within the scheme extents. Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area. Considering the nature and scale of the maintenance works being undertaken, no in combination effects are anticipated.

Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment and sensitive receptors.

The following environmental surveys/reviews have been undertaken:

- An Environmental Scoping Assessment (ESA) of the scheme, undertaken by the Energy Transitions & Sustainability Team at Amey in June 2025.
- A Habitats Regulation Appraisal (HRA) Stage 1, undertaken by the Ecology Team at Amey in August 2025.

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

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference to consultations undertaken and review of available information has not identified the need for a statutory EIA.

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

Characteristics of the scheme:

- Works are not expected to result in significant disturbance to nearby receptors or protected species that may be present in the wider area.
- The risk of major accidents or disasters is considered to be low.
- Any potential impacts of the works are expected to be temporary, short-term, non-significant, and limited to the construction phase.

- By undertaking the works, road collisions and overall road safety along this stretch of the A726 trunk road will be improved. No impacts on the environment are expected during the operational phase as a result of works, with positive impacts on road users during the operational phase.
- No in combination effects have been identified.

Location of the scheme:

- Works have hydrological connectivity to the Inner Clyde Ramsar and SPA.
- Works are not located within an area designated for its specific landscape character or quality.
- Works are not located in an area within 2km of European designated sites.
- The scheme is not situated in whole or in part in a sensitive area.
- The scheme will be located within the grass verges of A726 carriageway with vegetation removal and as such, no land take will be required.

Characteristics of potential impacts of the scheme:

- Measures will be in place to ensure appropriate removal and disposal of waste.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding environment.
- Measures to prevent the spread of invasive plants will be implemented if any are discovered on site.
- Measures to minimise the potential disturbance to protected species will be implemented.

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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