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Environmental Impact Assessment Record of Determination

A737 Barbush Farm OB to Linclive Junction Northbound

Contents

Project Details

Description

The works are required to maintain the safety and integrity of a section of the A737 north of Johnstone, Renfrewshire, covering an area of 1.3ha. Resurfacing works are required on the northbound (NB) carriageway due to surface defects and structural defects identified across the carriageway. These defects include fretting, rutting and some isolated cracks. The works are required to improve the safety and road quality for road users.

Construction activities will consist of structural inlays, ranging in depth from approximately 30mm-300mm. Treatment will involve using TS2010 surface course. Construction activities and relevant plant/machinery will include:

- Installation of Traffic Management (TM);
- Removal of the existing road surface to the required depths by planer;
- Compaction and flattening of the material by roller wagon;
- Laying of the new road surface by paver for structural inlays, with depths ranging between 30 to 300mm;
- Sealing of road joints to prevent water ingress;
- Transporting of the removed road material by disposal trucks;
- Installation of new road markings and new road studs; and
- Removal of TM upon scheme completion.

The works are scheduled to be completed within the 2025/2026 financial year with works expected to commence July 2025 and will take place over approximately seven nightshifts.

TM will likely consist of overnight lane closures with a diversion route put in place utilising the A737 eastbound (EB) off-slip, B789 Barrochan Road and the A761 where traffic will reconnect to the A737 by the Linwood westbound on-slip.

Location

The scheme is located along the A737 NB carriageway, north of Johnstone, Renfrewshire. The scheme location can be found at the following National Grid References (NGRs):

- Start - NS 42804 63736
- End - NS 44518 64105

See Figure 1 below.

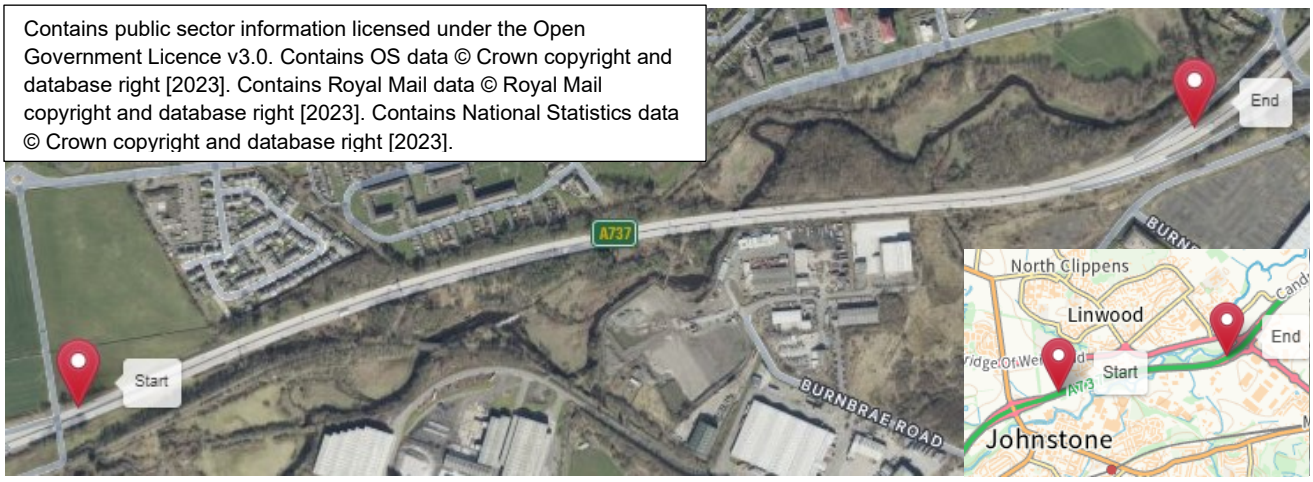

Figure 1: Scheme Location Map

Description of local environment

Air quality

The scheme extents are bordered by dense mature deciduous trees, with trees sparser at the start of the scheme extents. Agricultural fields can be found to the west of the scheme extents with the town of Linwood to north and Johnstone to the south and east.

There are over 100 residential properties within 200m of the scheme extents, the closest one being approximately 48m north on Kintyre Avenue. There are multiple businesses located within 200m of the works area. Notable sensitive receptors within the scheme extents include the following:

- Linwood playground, Clippens Road, located 100m north;
- Linwood basketball courts, Clippens Road, located 87m north;
- Linwood football pitches located 149m north; and,
- Linwood riverside walk located 164m north.

Baseline air quality is likely to be predominantly influenced by traffic along the A737. Manual count point 80545, located 1.1km northeast of the scheme, shows that in 2023, the Annual Average Daily Flow (AADF) for all motor vehicles was 59,811 with 2,089 of these being Heavy Goods Vehicles (HGVs).

Renfrewshire Council have declared three Air Quality Management Areas (AQMAs), however all are situated beyond 200m of the scheme extents and the diversion route.

There are no Air Quality Management Stations located within 200m of the scheme extents. Additionally, there are no sites registered on the Scottish Pollutant Release Inventory (SPRI) located within 1km of the scheme extents.

Cultural heritage

A desk-based assessment was undertaken using Pastmap online mapping tool. The study area covered a 300m area for designated cultural heritage assets and a 200m area for non-designated cultural heritage assets. There are no designated cultural heritage assets located within 300m. Full details of non-designated assets can be found in Table 1.

Table 1: Non-Designated Cultural Heritage Assets

Name	Reference Number	Description	Distance from Scheme
Johnstone Hospital, Linwood Evaluation	369004	Canmore - No Class (Event) (Period Unassigned)	Approx. 129m north of the scheme extents

As works are like-for-like structural with no breaking of ground or excavation, there will be no impact on any identified cultural heritage assets. Therefore, cultural heritage has been scoped out of further assessment.

Landscape and visual effects

The scheme extents are predominantly bordered by dense mature deciduous trees, with trees sparser at the start of the scheme extents. Agricultural fields can be found to the west of the scheme extents with the town of Linwood to north and Johnstone to the south and east.

Some open space also borders the scheme extents, taking the form of outdoor paths and recreation areas such as Linwood Riverside Walk located 164m north of the scheme extents. There are no distinctive cultural landscape or historical landscape features within the scheme extents.

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

Scotland's Historic Land Use Assessment (HLA) Map notes that the land within the scheme extents has been previously used as 'Rectilinear Fields and Farms' and 'Rough Grazing'.

A search on the Landscape Character Type (LCT) Map has highlighted that the LCT within the scheme extents can be classed as '0 - Urban' and '198 - Agricultural Plain - Glasgow & Clyde Valley', characterised by low-lying landforms with urban influences.

The views from the carriageway are mostly of mature trees. Where trees are sparse, industrial buildings can be seen.

Due to the lack of vegetative screening in some areas, multiple residents will have views of the scheme extents, particularly those along Mill of Cart Way and residents within the higher levels of residential flats on Melrose Avenue facing southward. Businesses within the Linwood Industrial Estate, recreational areas and core paths have also been identified as visual receptors.

Biodiversity

According to NatureScot's Sitelink online research tool, Black Cart Special Protection Area (SPA) (ID: 8471), is located approximately 3.4km northeast of the scheme extents. Despite these designations being beyond investigation boundaries, there is hydrological connectivity, via a tributary of Black Cart Water, to the scheme extents at NGRs NS 43813 63982.

The National Biodiversity Network (NBN) Atlas has identified the following Invasive Non-Native Species (INNS) and target species within 500m (noting all of which were recorded out with the scheme extents):

- Japanese knotweed (*Fallopia japonica*) – INNS
- Himalayan balsam (*Impatiens glandulifera*) - INNS
- Japanese rose (*Rosa rugosa*) – INNS
- Broad leaved dock (*Rumex obtusifolius*) – Target species
- Rosebay willowherb (*Chamerion angustifolium*) – Target species
- Creeping thistle (*Cirsium arvense*) – Target species

According to Transport Scotland's Asset Management Performance System (AMPS) the following INNS and target species are present along the verge of the A737 within the scheme extents:

- Himalayan balsam
- Japanese knotweed
- Creeping thistle
- Rosebay willowherb

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 location's urbanised, built-up nature. The national land capability for agriculture within the scheme extents can be categorised as '888' urban.

A search on Britain's Geology Viewer has indicated that the geology within the scheme extents along the A737 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.
- Raised Tidal Flat Deposits, Late Devensian - Gravel, sand and silt. Sedimentary superficial deposit formed between 116 and 11.8 thousand years ago during the Quaternary period.
- Alluvium - Clay, silt, sand and gravel. Sedimentary superficial deposit formed between 11.8 thousand years ago, and the present during the Quaternary period.

As the works will be like-for-like resurfacing of previously engineered layers, it has been determined that the proposed project does not carry the potential to cause direct or indirect impact to geology or soils. As such, impact has been assessed as being 'no change' and has been scoped out of requiring further assessment.

Material assets and waste

The proposed scheme does not require a Site Waste Management Plan (SWMP) as the total value is under £350,000.

Tables 2 and 3 below outline the materials required for the scheme and waste expected to be produced during the works. Tar bound materials were not identified during the investigation coring.

Table 2: Key Materials Required for Activities

Activity	Materials Required	Sources
Construction	• TS2010 Surface Course • AC20 Bituminous Binder • AC32 Bituminous Base • Fuels and oil • Metal road studs • White lining	• Resurfacing 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 comprise mostly of virgin aggregate. • 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 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources.

Table 3: Key Waste Arising from Activities

Activity	**Waste Produced**	**Disposal**
Construction	• Asphalt Planings • Old road studs	• Uncontaminated road 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.

Noise and vibration

There are over 100 residential properties located within 300m of the scheme extents, the closest one being approximately 48m north on Kintyre Avenue. There are multiple businesses located within 300m of the works area. Notable noise sensitive receptors include the following:

- Linwood playground, Clippens Road, located 100m north.

- Linwood basketball courts, Clippens Road, located 87m north.
- Linwood football pitches located 149m north.
- Linwood riverside walk located 164m north.
- Scottish Ambulance Service, West located 206m north.
- Ludovic Medical Practice located 265m north.
- Johnstone History Museum located approximately 218m southwest.
- Lancefield Care Home located approximately 300m south.
- Linwood cycle path located approximately 265m south.

The volume of traffic is demonstrated by manual count point 80545, located 1.1km northeast of the scheme. This showed that in 2023, the AADF for all motor vehicles was 59,811 with 2,089 of these being HGVs. This indicates that baseline noise and vibration levels are likely to be predominantly influenced by traffic along A737.

Scotland's Noise Map has recorded that the noise level (Lday) during daytime hours within the scheme extents ranges from 64dB to 74dB. The noise level (Lngt) during nighttime hours ranges from 61dB to 66dB.

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 like-for-like 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 primarily used for housing, community facilities, businesses and recreational areas. The scheme location is urban with over 100 residential properties located within 300m of the scheme extents, the closest one being approximately 48m north on Kintyre Avenue. There are multiple businesses located within 300m of the works area. Notable community assets and facilities include the following:

- Linwood playground, Clippens Road, located 100m north of the scheme extents.
- Linwood basketball courts, Clippens Road, located 87m north.
- Linwood football pitches located 149m north.
- Linwood riverside walk located 164m north.
- Scottish Ambulance Service, West located 206m north.

- Ludovic Medical Practice located 265m north.
- Johnstone History Museum located approximately 218m southwest.
- Lancefield Care Home located approximately 300m south.
- Linwood cyclepath located approximately 265m south.

The following National Cycle Network Routes can be found within 300m:

- National Cycle Network Route 7 is located 232m south of the scheme extents. This travels between Sunderland and Inverness, forming part of the famous Sea to Sea (C2C) cycle route.
- National Cycle Network Route 75 is located 59m south and travels over the scheme at NGRs NS 43299 63905. This travels between Sunderland and Inverness, forming parts of the famous Sea to Sea (C2C) cycle route.

The following Core Paths can be found within 300m of the scheme extents:

- Core Path JOHN/9 is located 40m west of the scheme at the closest point.
- Core Pathe NCR/4 is located 50m south of the scheme at the closest point.
- Core Path NCR/10 is located over the scheme extents at NGR NS 43300 63900.
- Core Path LIN/12 is located 95m south of the scheme at the closest point.
- Core Path LIN/13 is located over the scheme extents at NGR NS 43623 63968.
- Core Path LIN/11 is located 34m north of the scheme at the closest point.

There are no bridleways within 300m of the scheme extents. There are also no footpaths, access/egress points to residential properties, Public Rights of Way (PRoW), laybys or any bus stops along the A737, within the scheme extents.

Streetlights border either side of the A737 carriageway within the scheme extents.

Road drainage and the water environment

According to SEPA's Water Classification Hub, Black Cart Water (ID: 10747) flows adjacent to the scheme extents and flows beneath the scheme at NGRs NS 43813 63982. Old Patrick Water (ID: 10023) is a tributary of the Black Cart Water and flows through the scheme extents at NGR NS 44124 64010. Both watercourses have an overall moderate ecological value.

SEPA's Flood Risk Map has highlighted that Black Cart Water has a high (10%) likelihood of river flooding where it flows through the scheme extents, within the

works area. There are no areas within the scheme extents that are susceptible to surface water flooding.

Groundwater within the scheme extents consists of both Erskine and Linwood Sand and Gravel (ID: 150782), which has an overall good quality, and Linwood groundwater (ID: 150488), which has an overall poor quality.

The works do not fall within a Nitrate Vulnerable Zone (NVZ).

Drainage along the A737, within the scheme extents, consists of gullies.

Climate

Carbon Goals

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 CO_2 emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce 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, this commitment is being enacted through the Mission Zero for Transport. Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS 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

- 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.
- During construction, including removal of old road surface, there is the potential for an increase in dust and emissions from plant and machinery and an increase in airborne particulate matter. This is likely to cause a slight deterioration in air quality within the local area and cause a nuisance to local receptors.
- Due to the diversion route being during nighttime hours, residents along the diversion route roads may experience a deterioration in air quality due to the increased volume of traffic.
- 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 are like-for-like.

Mitigation

The Guidance on the assessment of dust from demolition and construction (2024), published by the Institute of Air Quality Management (IAQM), includes the following mitigation relevant to this scheme:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- Site layout will be planned (including plant, vehicles and Non-Road Mobile Machinery (NRMM)) so that machinery and dust causing activities are located away from receptors, as far as reasonably practicable.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

- Green driving techniques will be adopted, and effective route preparation and planning undertaken prior to works.
- Plant, vehicles and NRMM should be regularly maintained, paying attention to the integrity of exhaust systems to ensure such fuel operated equipment is not generating excessive fumes.

No significant effects are anticipated and therefore no further assessment in accordance with DMRB Guidance document LA 105: Air Quality is required.

Landscape and visual effects

Impacts

- There will likely 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.
- Views of and from the carriageway will be temporarily affected during construction due to the presence of works, TM and plant.

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 will be carried out.

With mitigation measures and best practice in place, it is anticipated that any landscape and visual effects associated with the works will not be significant. Therefore, in accordance with DMRB Guidance document LA 107: Landscape and Visual Effects, no further assessment is required.

Biodiversity

Impacts

- An increase in noise levels and misdirected site lighting has the potential to disturb any protected species nearby.
- Any disturbance to the verge of the A737, where INNS are located, works have an increased potential to cause the spread of Transport Scotland target species.
- There is potential for connectivity to the Black Cart Water SPA.

Mitigation

- Due to night-time programming, where lighting is required, hoods will be used and lights directed at works and away from ecological receptors including any watercourses, to minimise disturbance to nocturnal species.
- 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.
- '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.
- As part of the NMC contract, Amey, on behalf of transport Scotland, has been asked to keep a record of various INNS and target species, including rosebay willowherb. Works will not be carried out in the carriageway verge where these are present, if this is not possible and works are likely to result in the spread of this species through disturbance, Amey's Landscaping Team will be consulted.
- A Habitats Regulations Appraisal (HRA) was undertaken and has concluded that there will be no Likely Significant Effects (LSE) on Black Cart Water SPA due to:
    - No reduction in habitat area, with all works confined to the existing carriageway boundary.
    - No change in the level of disturbance to key species as a result of the works.
    - No increased habitat or species fragmentation.
    - The proposed works will not cause any obstruction to the passage of the birds.

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

Material assets and waste

Impacts

- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.
- 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.

- 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.

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.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.
- Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions.
- 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.

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 will be an increase in noise and vibration levels, for properties within 300m, particularly those along Kintyre Avenue, during construction due to the use of heavy plant and machinery, such as the roller, and an increase in HGVs.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby receptors will benefit from the improved road surfacing as a result of the scheme.

- The works are not likely to change the existing baseline noise level post construction for any sensitive receptors.
- Due to the diversion route during nighttime hours, residents along the diversion route roads may experience an increase in noise and vibration due to the increased volume of traffic.

Mitigation

- Site supervisor will monitor the effects of noise and vibration levels during the works and make necessary 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.
- Due to nighttime programming, Amey's Energy Transition & Sustainability Team has notified Renfrewshire 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

- 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.
- TM has potential to cause temporary levels of disruption to road users (i.e. congestion and increased journey lengths and travel times).
- Access to residential properties will not be impacted by the works.
- Due to night-time programming, construction site lighting during night-time hours could cause disturbance for residential properties in close proximity, and for the nearby amenity users.

- Works will be restricted within the carriageway boundary, therefore will not impact any core paths or cycleways.

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.
- Temporary site lighting used throughout the scheme will be directional and pointed only at the area of works.

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, in particular Black Cart Water.
- 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 (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.
- Site operatives will be given the Water Pollution Prevention toolbox talk prior to works.

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

As the works will be limited to the like-for-like resurfacing of the carriageway with minor vegetation cutback, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

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

Improvement of the road surface following carriageway resurfacing works will enhance skid resistance, and thus overall road safety on completion of the scheme.

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

Assessment cumulative effects

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

Renfrewshire Council's Planning Portal does not indicate any works will conflict with proposed works' location and timings.

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 May 2025.
- A Habitats Regulations Appraisal (HRA) undertaken by the Ecology Team at Amey in May 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:

<u>Characteristics of the scheme:</u>

- As the works will be limited to the like-for-like replacement of the structural components, 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 works.

- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.
- No negative impacts on the environment are expected during the operational phase as a result of works. 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 will decrease post construction.
- Construction activities are restricted to the existing carriageway boundary within made ground and as such there will be no residual change to the local landscape as a result of the works.
- Works are not expected to result in significant disturbance to protected species that may be present in the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries (total area 1ha.) and as a result will not require any land take and will not alter any local land uses.
- A HRA was undertaken which has concluded, due to the majority of the works being a sufficient distance from the SPA, there will be no Likely Significant Effects on the qualifying features.
- Works are not located within an area designated for its specific landscape character or quality.
- The scheme is not situated in whole or in part in a sensitive area.

Characteristics of potential impacts of the scheme:

- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment and drainage.
- Measures will be in place to ensure appropriate removal and disposal of waste and any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- Any potential impacts of the works are expected to be temporary, non-significant, and limited to the construction phase.
- No in-combination effects have been identified.

References of supporting documentation

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

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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Published by Transport Scotland, July 2025

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