

A737 Improvements at Beith - Welcome and Introduction



Welcome to this Public Exhibition.

The purpose of the exhibition is to present the preferred option for the A737 Improvements at Beith and explain the need for the scheme, its objectives and the challenges involved.

We welcome your comments and feedback. Please take your time to consider the information presented and provide any comments you may have on the form that is available.

Leaflets are also available for you to take away and representatives from Transport Scotland and Amey are on hand to answer your questions.



A737 Improvements at Beith - Existing Conditions

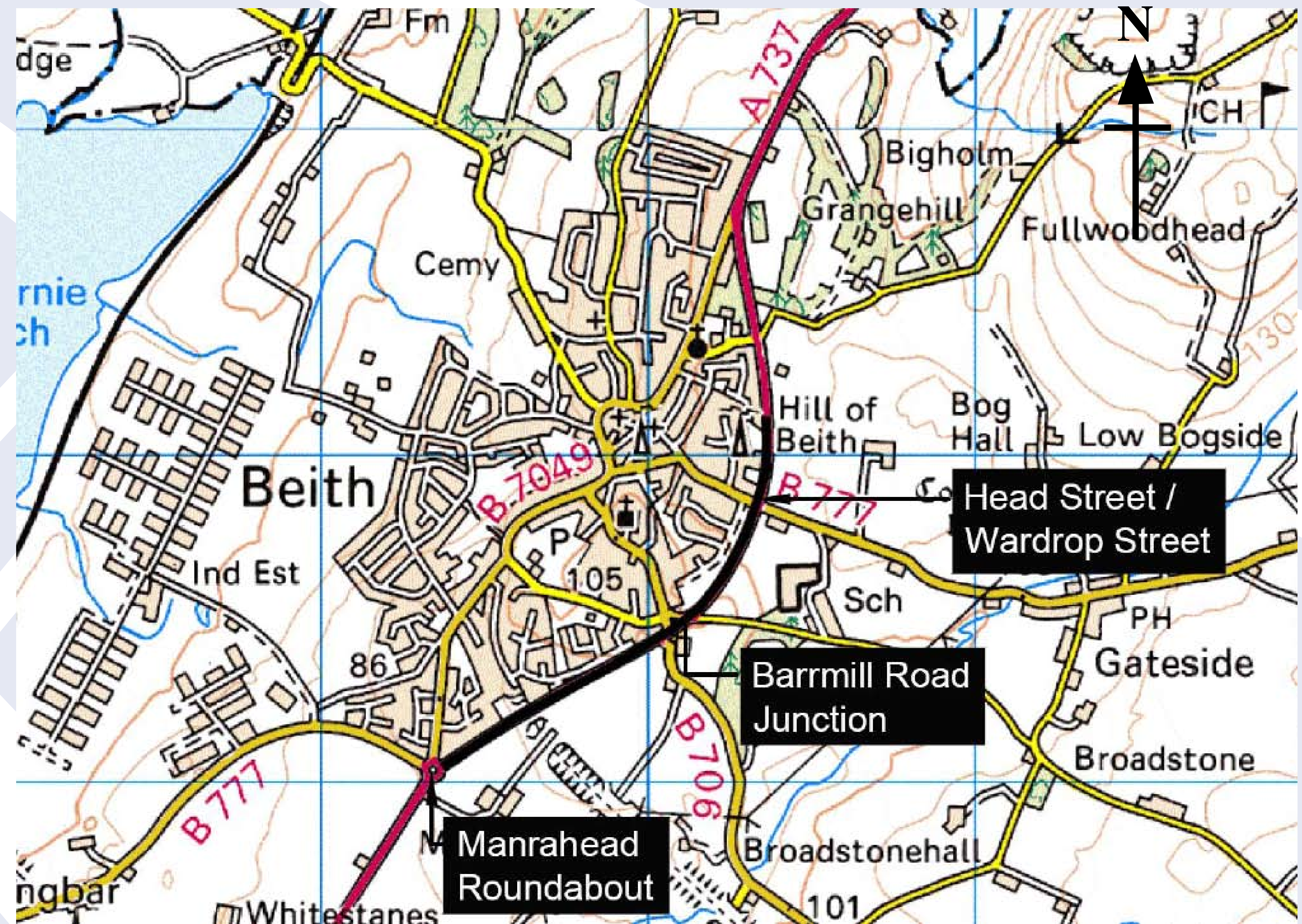


Beith Bypass was constructed in 1933 and became a trunk road in 1996. The bypass is now sub-standard in terms of width, alignment and visibility when compared to current design standards for new roads. It typically carries 14,000 vehicles per day.

The local road network connects to the Beith Bypass at junctions that have evolved where the bypass crossed the route of the side roads. The junctions are therefore also sub-standard and can be difficult for road users to negotiate.

Problems with the bypass include:

- Poor accessibility to and from the side roads at the junctions with the B777 Head Street/Wardrop Street and the B706 Barrmill Road/Geilsland Road;
- Road safety at these junctions;
- Insufficient provision for pedestrians and cyclists and a lack of safer places to cross the bypass.



A737 Improvements at Beith - Challenges



Challenges facing the scheme include:

- Very little space is available to construct improvements to standard at existing junctions and side roads;
- The improved road layout and new junctions have to be built whilst maintaining traffic flow;
- The drainage has to be designed to take account of undulating ground levels and the existing drainage systems;
- Measures will be required to minimise the impact of the road improvement on the environment;
- There are large variations in ground levels around the scheme;
- Soft material (e.g. peat) as well as rock is present close to the scheme.

A737 Improvements at Beith - Work carried out to date



Transport Scotland appointed Amey as their design consultant in late 2013 to look at the problems associated with the A737 at Beith and to develop an improvement scheme.

The section under consideration is from the previous improvements north of the B777 junction at Head Street/Wardrop Street in the north to Manrahead Roundabout in the south.

Consultations were carried out with representatives of North Ayrshire Council, Police Scotland and local organisations & businesses during a workshop in the town in December 2013. This was to identify the problems, constraints, issues and opportunities and the options for improvements from the perspective of local people.

The information has been used to formulate improvement scheme options that have now been assessed and the preferred option identified.

Work in 2014 included traffic surveys, topographical survey, environmental surveys, ground investigation, design of options, environmental assessment of options, traffic modelling and traffic & economic assessment of options.

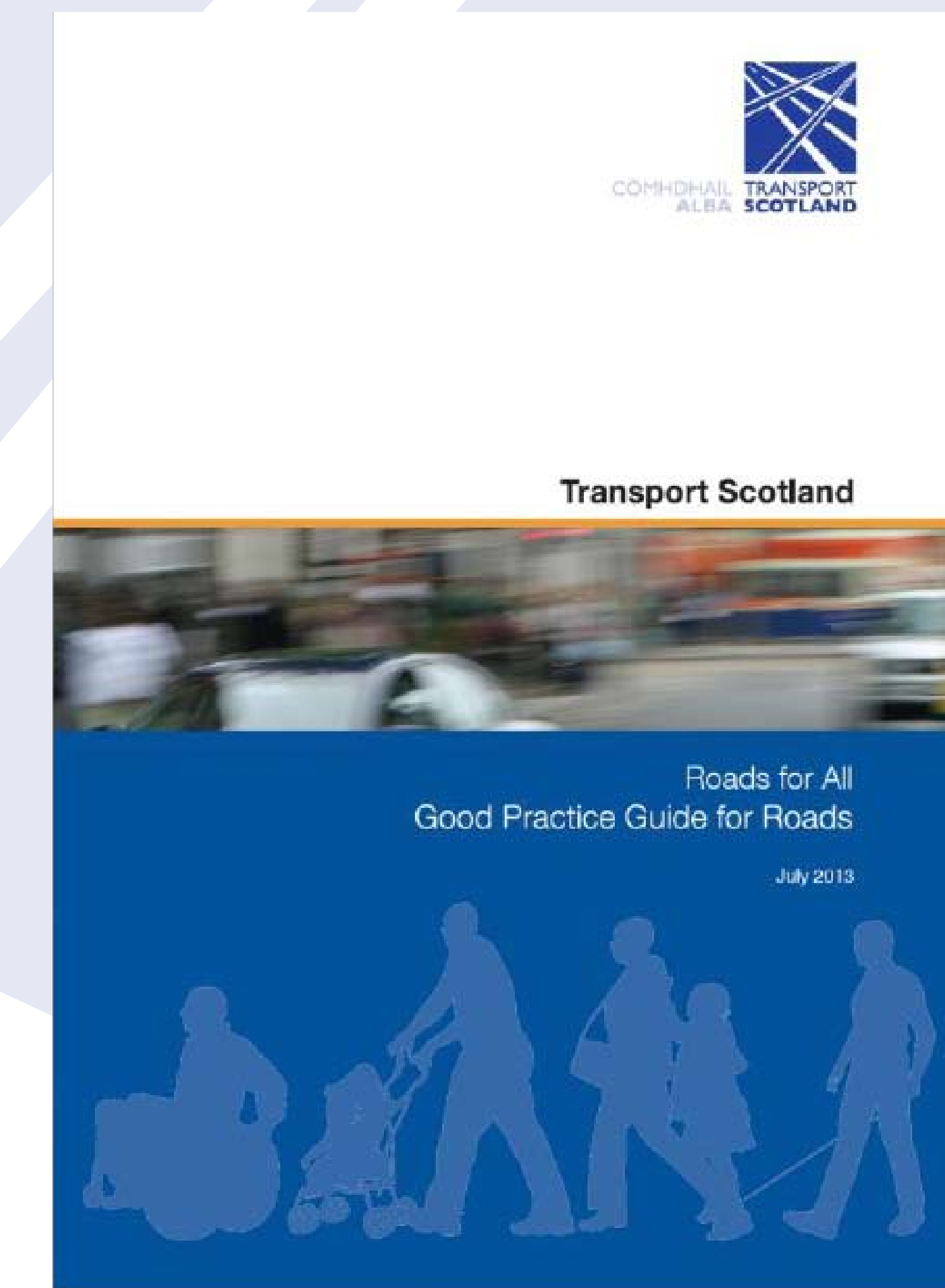
Specialists in Amey undertook this work in line with the requirements of the Design Manual for Roads and Bridges (DMRB), which is the national design standard for trunk roads.



A737 Improvements at Beith - Scheme Objectives

The scheme meets the following objectives:

- Improve the operational performance and level of service on the A737;
- Reduce the effects of driver stress;
- Improve journey time reliability;
- Wherever practicable incorporate measures for non-motorised users;
- Maintain the asset value of the A737;
- Ensure that facilities take account of the requirements of the Disability Discrimination Act 2005 through application of Transport Scotland's 'Roads for All' guidance;
- Achieve best value for money for both taxpayers and transport users;
- Develop Engineering solutions for the proposed infrastructure in line with the requirements of the DMRB;
- Improve sustainability in design and construction; and
- Improve local accessibility and safety.



A737 Improvements at Beith - Options Considered



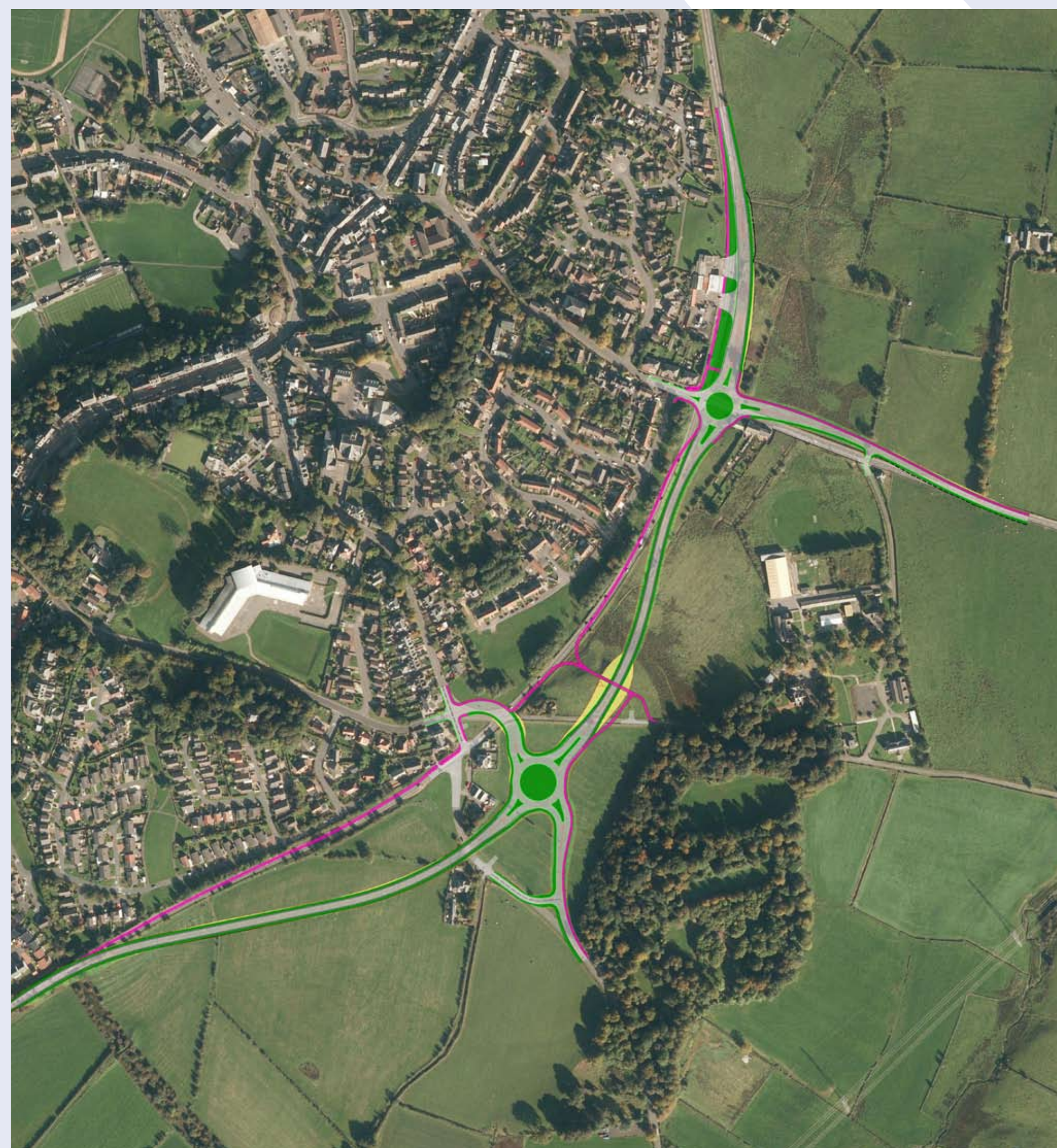
Option A

This option was to create a single roundabout to replace the junctions at Wardrop Street and Barrmill Road.



Option C

This option was to create roundabouts close to the existing junctions at Wardrop Street and at Barrmill Road.



Option B

This option is to construct an improved section of the bypass to the east of the existing road with new roundabouts for the junctions at Wardrop Street and at Barrmill Road. This is the preferred option and is shown in more detail on the next display board.



Option D

This option was to install traffic signals close to existing junctions at Wardrop Street and at Barrmill Road.

A737 Improvements at Beith - Preferred Option



The Preferred Option for the A737 Improvements at Beith has been chosen following assessment in line with Transport Scotland's guidelines. The preferred option is the one that performs best of all when assessed in terms of road layout, build-ability, environment, safety and accessibility.



The Preferred Option

The preferred option is to construct an improved section of the bypass to the east of the existing road with new roundabouts for the junctions at Wardrop Street and at Barrmill Road.

The new section of road will be wider than existing and include better facilities for pedestrians, cyclists and disabled people. A new footbridge will allow non-motorised users to cross the road safely and easily.

The side roads will be improved to connect to the new roundabouts.

A737 Improvements at Beith - What happens next?



Further ground investigations, environmental surveys and design work will be carried out in the coming months.

This will provide vital information to allow the preferred option to be further developed and assessed against a broad range of engineering, environmental and economic factors.

Once all assessments have been made, an Environmental Statement and draft Orders will be published. This will start the Statutory Procedures.

A further public exhibition will be held to coincide with the publication of the draft Orders. This is currently planned to take place in late 2015.

Please ensure that you take a copy of the information leaflet and if you have any questions on particular aspects of the proposed improvements please feel free to talk to one of the exhibition staff before you leave.

Please give us your feedback on the comments form provided, which can be posted in the box provided at the exhibition.

Alternatively, you can post the comments form to the following address. It should arrive by the 12th April 2015.

Mark Wells

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For more information visit:

<http://www.transportscotland.gov.uk/project/a737-improvements-beith>