

A737 Improvements at Beith

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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. Comments that we receive from the March 2015 exhibition are welcomed and will be considered as part of the consultation exercise.

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.

Comments

The comments form can be posted into the box, which is provided at the exhibition. Alternatively, you can post the comments form to the following address. It should arrive by the 12th April 2015.

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or
email: mark.wells@amey.co.uk

For more information visit:
[http://www.transportscotland.gov.uk/
project/a737-improvements-beith](http://www.transportscotland.gov.uk/project/a737-improvements-beith)



A737 Improvements at Beith

March 2015

The Preferred Option



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.

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.

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 cross the bypass.

Improvements

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.

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.

The information has been used to identify different scheme options. The scheme options have been assessed to establish the preferred option.