

# A737 Improvements at Beith - Welcome and Introduction



The purpose of this exhibition is to present Transport Scotland's proposals for the A737 Improvements at Beith following the publication of draft Road Orders on 2 November 2016.

Details of the proposed scheme are shown on the following exhibition panels together with an explanation of the statutory procedures that are being followed.

Representatives from Transport Scotland and its consultant Amey are here to help you understand the proposals and provide any assistance you may require.

Please take the time to discuss the scheme with us and make sure you understand how it will affect you.

A leaflet summarising the exhibition is also available.



# Need for the scheme



The A737 trunk road forms a strategic link from the M8 in Glasgow to the A78 near Kilwinning and to the North Ayrshire coast including the ports of Ardrossan and Hunterston.

The existing Beith bypass typically carries 14,000 vehicles per day and is sub-standard when compared to current design standards for new roads.

Challenges facing the existing bypass include:

- The current width, alignment and visibility restricts the trunk road capacity and reduces safety;
- Poor accessibility to and from the junctions with the B777 Head Street/Wardrop Street and the B706 Barrmill Road/Geilsland Road;
- Road safety at the junctions; and
- Insufficient provision for pedestrians and cyclists and a lack of safe places to cross the bypass.

The A737 Improvements at Beith has been considered in line with the Scottish Transport Appraisal Guidance (STAG) and the Design Manual for Roads and Bridges (DMRB) assessment process.

In 2013, Transport Scotland appointed Amey to progress the project through route option assessment and then detailed assessment of the preferred option, towards the statutory processes.

As part of the route option assessment, a public exhibition was held in March 2015 to give people the opportunity to provide comment on the preferred option for the scheme. Today's public exhibition presents the outcome of the detailed assessment to establish the preferred route alignment.

# Scheme Objectives

The scheme objectives of the A737 Improvements at Beith are:

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



# The scheme



# The scheme

The scheme consists of approximately 1.8km of new single carriageway to the east of the existing Beith bypass.

A new roundabout replaces the crossroads junction at the B777 Head Street/Wardrop Street. Wardrop Street will be realigned to the north of its existing location.

A new roundabout replaces the staggered junction arrangement at the B706 Barrmill Road and Geilsland Road.

Geilsland Road will be stopped-up to motorised vehicles on the east side of the new trunk road. A new footbridge crosses over the new trunk road at this point to a new footpath/cycletrack on the old trunk road.

The proposed scheme crosses Barrmill Road which is realigned to the west and east of the new roundabout. It ties in to the existing Barrmill Road in the east at the access to Marshlands playing fields and ties-in opposite Glebe Road in the west.

The new trunk road approaches Manrahead Roundabout more gradually than the existing road due to it being realigned to the east of the bridge over the disused railway line.

Manrahead Roundabout is elongated to the east to accommodate the new trunk road tie-in. An additional lane is

provided for northbound traffic to overtake slower vehicles leaving the roundabout.

Sections of the old trunk road and side road will be utilised to create shared footpath/cycletracks to improve facilities for active travel and recreation.

No existing properties will require to be demolished as part of the works.

Access to land and properties will be maintained or an alternative route will be provided during construction.



# Consultations

Consultations have been carried out to inform a wide range of stakeholders with an interest in the scheme in order to gather information for the Environmental Statement and to influence the scheme design.

Consultees included:

## Statutory

- North Ayrshire Council
- Historic Environment Scotland
- Scottish Environment Protection Agency
- Scottish Natural Heritage



## Non-statutory

- Local landowners
- Public utility companies
- Local wildlife groups
- Sustrans
- Scotways
- British Horse Society
- West of Scotland Archaeology Service
- Ayrshire Rivers Trust
- British Geological Society
- Friends of Spiers

# Environmental Assessment

## Landscape:

The area around the existing A737 is characterised by a mix of urban and agricultural landscapes. The town of Beith is situated to the west of the proposed scheme, while open agricultural land dominates areas to the east and southwest; interspersed with small clusters of woodland and rural dwellings.

The scheme will pass through existing agricultural land, resulting in the loss of some areas of woodland, hedgerow and shrub. The proposed route alignment and creation of two roundabouts will have an effect on the landscape character of the area. However, these impacts will be mitigated with planting throughout the scheme, which will take time to mature.



## Community and Private Assets:

The majority of land exhausted as a result of the scheme will be agricultural and will create a degree of severance in some areas. This is unavoidable; although only the minimum area of land will be acquired for the construction of the scheme. Alternative means of access will be provided where required, with access arrangements likely to be improved in a number of cases.

Two residential properties on Barrmill Road will experience a small degree of land take as a result of the scheme. Additionally, the proposed alignment will require land take from an area of community land adjacent to Larch Terrace. This land is designated within the North Ayrshire Local Development Plan as 'open space' and its loss will therefore be mitigated through the provision of equally advantageous exchange land, as agreed by the Scottish Ministers.

# Environmental Assessment (Continued)



## Noise:

During construction, an increase in noise levels is likely for properties directly adjacent to the works area. Mitigation to minimise this will be incorporated into the 'Construction Environmental Management Plan'. On a permanent basis, the scheme will reduce the number of properties affected by traffic noise. As part of the schemes mitigation, low noise surfacing has been included and where impact significance dictates noise barriers have been included.



## Air quality:

Construction works may produce dust, however best practice techniques will be used to minimise dust during the construction works. Once operational, the majority of properties in close proximity to the A737 will see a reduction in pollutant concentrations. A small number will experience an increase, however all predicted levels fall well below the schemes air quality objectives.



# Views of the scheme

## View 1

West of 20 Wardrop Street looking south west



## View 2

B706 Barmill looking east



Existing view



Existing view



View after 15 years



View after 15 years

# Views of the scheme

## View 3

Between 14 & 16 B706  
Barmill looking east



Existing view



View after 15 years

## View 4

2 Spiersland Way looking  
west



Existing view



View after 15 years



# Construction

The proposed scheme will mainly be constructed offline but traffic management will be required during the works to ensure traffic runs smoothly during construction.

The Head Street junction may be closed during construction of Head Street Roundabout, with a temporary diversion put in place. The duration of this closure will be kept to a minimum by phased construction of the roundabout.

Some degree of disruption to the public and local community will unfortunately be unavoidable during the construction of the road improvements, however, any disruption will be kept to a minimum.

The public will be informed of possible disruption well in advance of the works. Appropriate signage will be used to inform users of any temporary traffic management.

Once construction of the scheme gets underway, the works are expected to take around 12 months to complete.



# Draft Road Orders

Plans showing the draft Road Orders are available for viewing at this exhibition. These are statutory documents that define the line of the proposed road and associated improvements. The draft Statutory Orders and the Environmental Statement are also available to view electronically on Transport Scotland's website:

<http://www.transport.gov.scot/project/a737-improvements-beith>

Hard copies are available for inspection at the following locations:

## **North Ayrshire Council**

Cunninghame House  
Irvine  
KA12 8EE

## **Beith Library**

39-41 Main Street  
Beith  
KA15 2AD

## **Transport Scotland**

Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF



# What happens next?

Confirmation of the draft Orders and subsequent Made Orders will provide Scottish Ministers with the necessary statutory powers to proceed with construction of the scheme.

However, if objections are received, and depending on their nature and number, a Public Local Inquiry into the draft Orders may be held before an Independent Reporter appointed by the Scottish Ministers.

If a Public Local Inquiry is required, then everyone who has supported, objected to, or made other representations on the draft Orders will be informed as to the date and venue.



## What happens next? continued



Please ensure that you take a copy of the scheme leaflet and that you understand the proposals being presented. If you wish to make representations on the draft Orders, including letters of support or objection, these should be submitted in writing to Transport Scotland at the address below to arrive no later than

**14 December 2016.**

**A737 Improvements at Beith  
MTRIPS  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0HF**

More information is available at the project website:

**<http://www.transport.gov.scot/project/a737-improvements-beith>**

**Thank you for your time.**