

### Consultations

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

Statutory and non-Statutory consultees included North Ayrshire Council; Historic Environment Scotland; Scottish Environment Protection Agency; Scottish Natural Heritage; local landowners; public utility companies; local wildlife groups; Sustrans, Scotways; British Horse Society; West of Scotland Archaeology Service; Friends of Spiers; British Geological Society and Ayrshire River Trust.



### 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 this will take time to mature.

#### Community and Private Assets:

The majority of land required 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 also 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.

Some temporary traffic management is anticipated to complete the construction of the tie-ins to the existing roads and during phasing to ensure traffic is kept moving during the works.

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.

While some degree of disruption to the public and local community will unfortunately be unavoidable in order to construct the road improvements, 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. 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.

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**

### Further Information

More information is available at the project website:  
<http://www.transport.gov.scot/project/a737-improvements-beith>



## A737 Improvements at Beith

November 2016

# A737 Improvements at Beith

## Introduction

In 2015, Amey was commissioned by Transport Scotland to progress the A737 Improvements at Beith through detailed assessment towards the preparation of draft Orders and the Environmental Statement.

As part of that assessment, a public information exhibition was held in March 2015 to give people the opportunity to comment on the preferred option for the scheme.

This leaflet provides summary information of the exhibition panels including the background and benefits of the project, the outcomes of the detailed assessment work that has been undertaken leading to the publication of draft Orders for the scheme and what happens next.



## Need for the scheme

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

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



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, and
- Improve local accessibility and safety;
- Achieve best value for money for both taxpayers and transport users.

## The Scheme

- The scheme consists of approximately 1.8km of new single carriageway to the east of the existing bypass.
- A new roundabout replaces the crossroads junction at the B777 Head Street/Wardrop Street. Wardrop Street will be realigned to the north of the existing road.
- 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 connects across the new trunk road at this point to a new footpath/cycletrack at the old trunk road on the west side.
- The scheme crosses Barrmill Road which is realigned to the west and east of the new roundabout. It ties-in to the existing road in the east at the access to Marshlands playing fields and ties-in opposite Glebe Road in the west.



## Views of the scheme



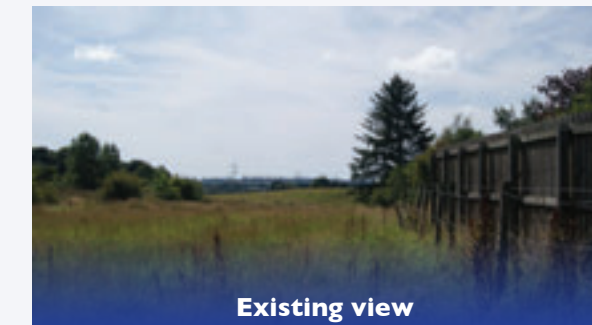
## The Scheme (continued)

- The new trunk road descends to Manrahead Roundabout more gradually than existing due to it being aligned horizontally and vertically 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 and climbing towards Barrmill Road.
- 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.
- Construction will be mainly offline but traffic management will be required at tie-ins and during phasing to ensure traffic runs smoothly during the construction phase.
- Access to land and properties will be maintained or an alternative route will be provided during construction.



View Point Location 1

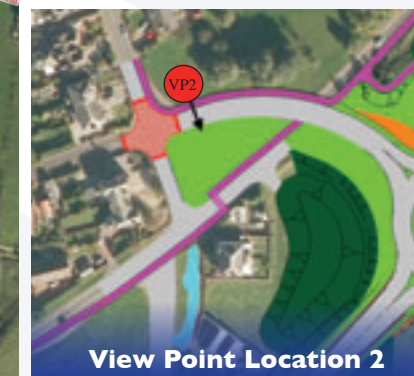
1 View 1 - West of 20 Wardrop Street looking south west



Existing view



View after 15 years



View Point Location 2

2 View 2 - A706 Barrmill looking east



Existing view

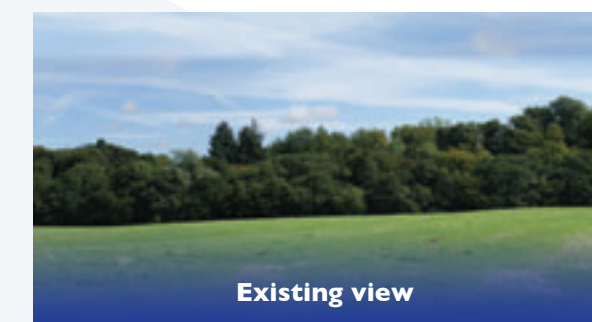


View after 15 years



View Point Location 3

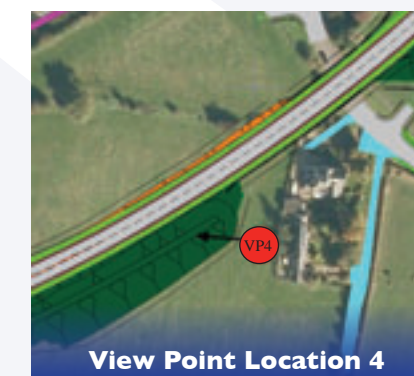
3 View 3 - Between 14 & 16 B706 Barrmill looking east



Existing view

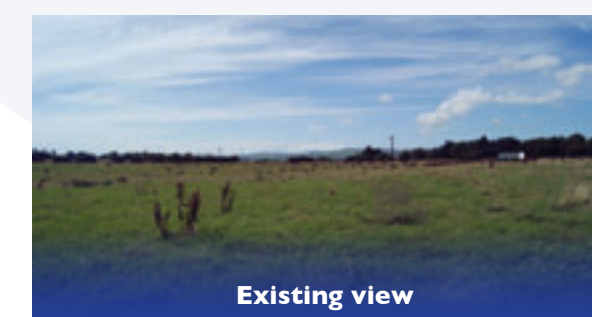


View after 15 years



View Point Location 4

4 View 4 - 2 Spiersland Way looking west



Existing view



View after 15 years