

Introduction



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Welcome to this public exhibition

The purpose of this exhibition is to present Transport Scotland's proposals for the **A77 Maybole Bypass**.

Details of the proposed scheme are shown on the following exhibition panels together with an explanation of the statutory procedures that have been 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 them and make sure you understand how it will affect you.

Leaflets are also provided for you to take away.



Need for the scheme



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The A77 trunk road forms a strategic link from Glasgow to Stranraer serving Ayrshire and the Northern Ireland ferry ports. It passes through the centre of Maybole along the High Street, which has restricted carriageway and footway widths and limited parking provision.

The town is congested partly as a result of the large numbers of cars and heavy goods vehicles using the A77 traveling to and from the port facilities at Cairnryan. This results in poor conditions for pedestrians and road users alike.

A further constraint exists to the north of the town, where the A77 passes beneath the Glasgow to Stranraer Railway line through the Smithston Railway Bridge which has restricted height clearance.

The key objectives of the A77 Maybole Bypass scheme are to:

- **improve the level of service and safety by reducing the effects of driver stress and journey times**
- **eradicate conflicts between long distance users and local traffic**
- **stabilise the average peak hour journey time of the A77 at Maybole**
- **improve the conditions within Maybole by removing through traffic, particularly heavy goods vehicles**

- **mitigate the environmental impact of the new works where possible**
- **achieve good value for money for both taxpayers and transport users.**

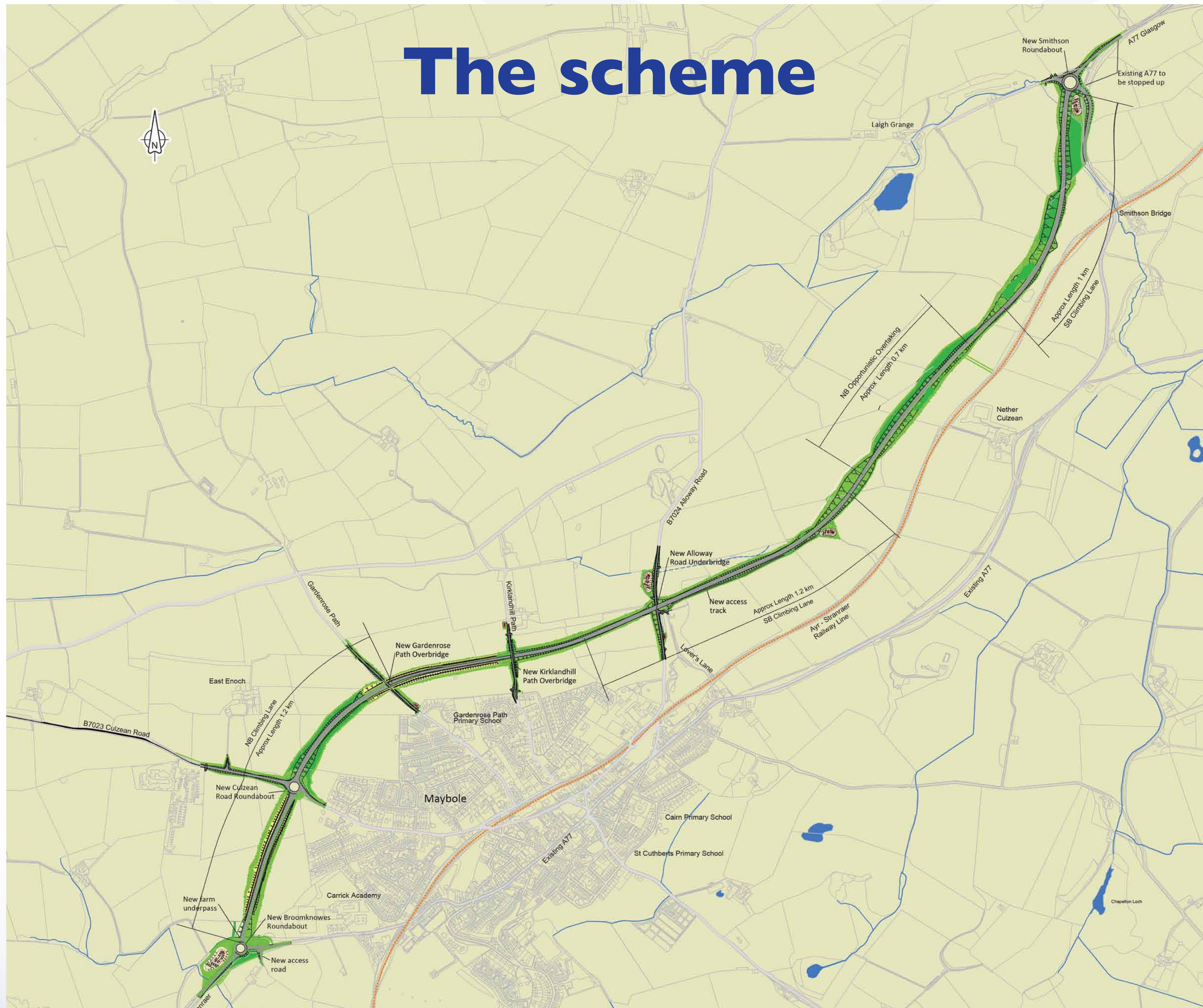
The A77 Maybole Bypass has been considered in line with the Scottish Transport Appraisal Guidance (STAG) and the Design Manual for Roads and Bridges (DMRB) assessment process.

In 2012, Amey was commissioned by Transport Scotland to progress the A77 Maybole Bypass through detailed assessment towards the preparation of scheme Orders and the Environmental Statement.

As part of that assessment, a public information exhibition was held in January 2013 to give people the opportunity to comment on the preferred option for the scheme.

This public exhibition presents the outcome of the detailed assessment.

The scheme



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The scheme

- **the bypass consists of 5.2km of new single carriageway to the north-west of Maybole**
- **new roundabouts at the tie-ins to the existing A77 at Broomknowes and Smithston**
- **a new roundabout at B7023 Culzean Road**
- **three principal structures at the following locations:**
 - Gardenrose Path overbridge
 - Kirklandhill Path overbridge
 - B7024 Alloway Road Underbridge
- **climbing lanes are provided on the steeper sections of alignment, comprising:**
 - a northbound climbing lane from the south roundabout, though the B7023 Culzean Road Roundabout
 - a southbound climbing lane commencing north of Alloway Road
 - a southbound climbing lane from the north roundabout
- **access to land and properties will be maintained or an alternative route will be provided**
- **a farm underpass at the southern tie-in**
- **no demolition of buildings other than the derelict Kirklandhill Cottage**
- **construction mainly off line from the existing trunk road and affected side roads**
- **the opening of the new bypass is predicted to reduce traffic on Maybole High Street by approximately 50% with the number of HGVs reducing by approximately 90%.**



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Consultations



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Consultations were carried out to keep a wide range of stakeholders with an interest in the scheme informed, to gather information for the Environmental Statement, and to influence scheme design. Consultees included:

Statutory

- **South Ayrshire Council**
- **Historic Scotland**
- **Scottish Environmental Protection Agency**
- **Scottish Government**
- **Scottish Natural Heritage.**

Non-statutory

- **Local landowners**
- **Emergency service providers**
- **Scotland Transerv**
- **Members of the public**
- **Network Rail**
- **Public utility companies**
- **Local wildlife groups**
- **Sustrans, Scotways, British Horse Society**
- **West of Scotland Archaeology Service.**



Environmental issues



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An assessment of the potential environmental effects of the scheme has been undertaken. This has been reported in the **Environmental Statement**. A **Non-Technical Summary** of the **Environmental Statement** is also available. The following sections summarise the findings of the environmental assessment.

Landscape effects: The landscape along the route of the bypass is dominated by open agricultural grassland with minor areas of woodland and scattered livestock farms and some rural dwellings. The design is such that a large proportion of the new bypass is below existing ground level to the north-west of the Maybole which assists with limiting visual impact.

Areas that are on embankment will be planted to minimise the impact on both the landscape and visual receptors. There will be new planting throughout the scheme including specimen tree, hedgerow and woodland planting. This will increase biodiversity as well as helping to screen the proposed road and integrate the scheme into the existing landscape.

Land use: The predominant land use within the extent of the scheme is agricultural. There are 11 farms and two derelict properties within the scheme's extents.

The loss of agricultural land will be unavoidable. However, the route has been designed to follow field and farm boundaries where possible, to minimise the land acquisition from individual farm units.

No direct access to properties or land will be available from the bypass for road safety reasons. Existing accesses to properties and land adjacent to the bypass will be maintained, or alternative routes provided by connecting existing or replacement accesses to the local side road network.



Environmental issues continued



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Ecology and nature conservation: The bypass will generally cut through areas of improved grassland and arable land and affect a number of trees and hedgerow boundaries. Compensatory planting to ensure wildlife is not unduly impacted by the scheme will be implemented, and measures such as hedgerow planting will be included to link existing hedgerows and provide habitat corridors.

Other mitigation measures will include otter tunnels being provided under the bypass and measures to mitigate impact on other wildlife.

Road drainage and water environment:

The scheme will have minimal effect on water resources.

Three watercourses are crossed by the scheme. In these areas, carefully designed culverts will be installed to allow continued flows in the watercourses.

The water quality will be protected by the implementation of pollution control measures throughout the construction period. Sustainable drainage measures will also be incorporated in the scheme design to ensure water running off the road is appropriately treated and controlled prior to discharge.

Air quality: The overall impact of the scheme will result in an improvement in air quality within Maybole, as significant volumes of pollution generating traffic is diverted from the centre of Maybole towards the bypass.

During the construction of the bypass, measures aimed at reducing dust emissions and the associated disturbance will be implemented to mitigate potential impacts.

Vehicle travellers and community effects: Vehicle travellers and pedestrians will benefit from reduced vehicle journeys through Maybole. The bypass will improve journey time certainty and overtaking opportunities for long distance traffic, and provide an improvement in the general town centre environment.

All existing footways severed by the scheme will be reinstated with bridges provided at Gardenrose Path, Kirklandhill Path and Alloway Road, keeping local traffic and non-motorised users separate from the trunk road traffic.



Environmental issues continued



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Cultural heritage: The large number of listed buildings within Maybole will benefit from the bypass as reduced traffic will improve the local air quality, noise and vibration levels. Construction of the bypass will involve the demolition of the derelict Kirklandhill Cottage, although it is not a listed building.

Geology and soils: There are no Geological Sites of Special Scientific Interest or Regionally Important Geological and Geomorphological Sites within the scheme extents. Significant rock cuts up to 10m deep will be excavated at the southern end of the scheme, but the depth of cuttings will assist in mitigating the impact on noise and vibration and screen views of the bypass.

The material from the excavation will also be re-used within the scheme extents to form embankments required for the road. This will reduce the travelling distance required for haulage of materials by construction traffic.

Construction noise and vibration: Properties located close to the works will experience short term impact from construction operations including:

- construction vehicles/movement of materials
- earthworks operations, including significant rock excavation at the southern end of the scheme which may involve intermittent blasting operations
- other general construction activities.

However, noise and vibration controls will be adopted to minimise any impact and local residents will be provided with advance notice of any construction works that are likely to cause disruption.

Operational noise and vibration: After the bypass is opened, noise and vibration benefits are predicted for properties where traffic flows will reduce, principally adjacent to the existing A77 within Maybole.

Noise and vibration impacts are predicted to increase along the route of the bypass, however low noise surfacing will be used to mitigate the impact.

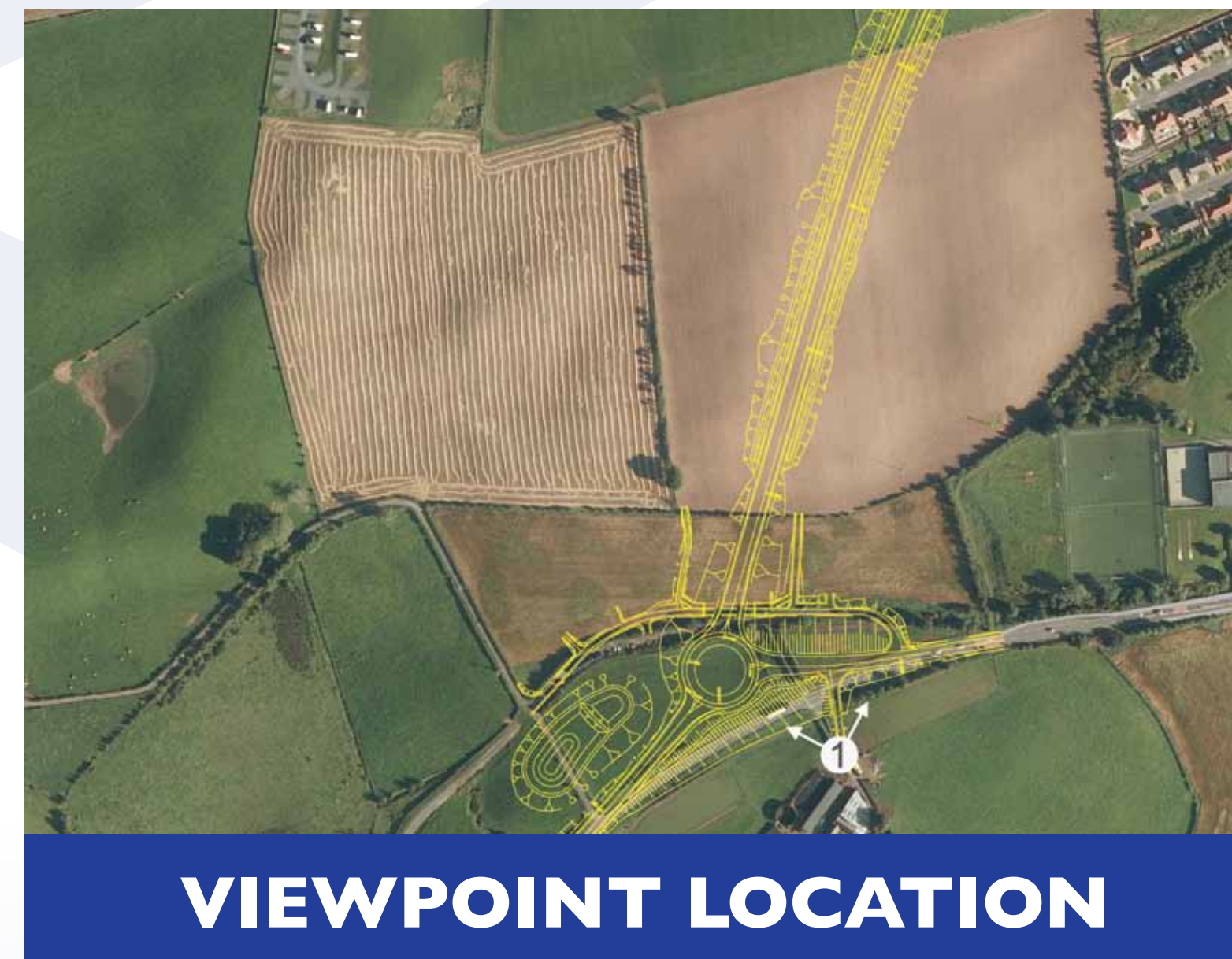
The bypass is predominantly below existing ground level as it passes Maybole which will assist in reducing the impact of the new road, although sections of the scheme are unavoidably on embankment.

Overall however, the noise and vibration along the route of the bypass is predicted to remain low and below published threshold levels that would require additional mitigation, beyond the use of low noise surfacing.



Views of the scheme

View I – looking north-west towards the south roundabout from Broomknowes



EXISTING VIEW I



PROPOSED VIEW I AT YEAR 15



Views of the scheme

continued

View 2 – looking west towards Culzean Road roundabout from houses at McCrae Court



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EXISTING VIEW 2



PROPOSED VIEW 2 AT YEAR 15



Views of the scheme continued



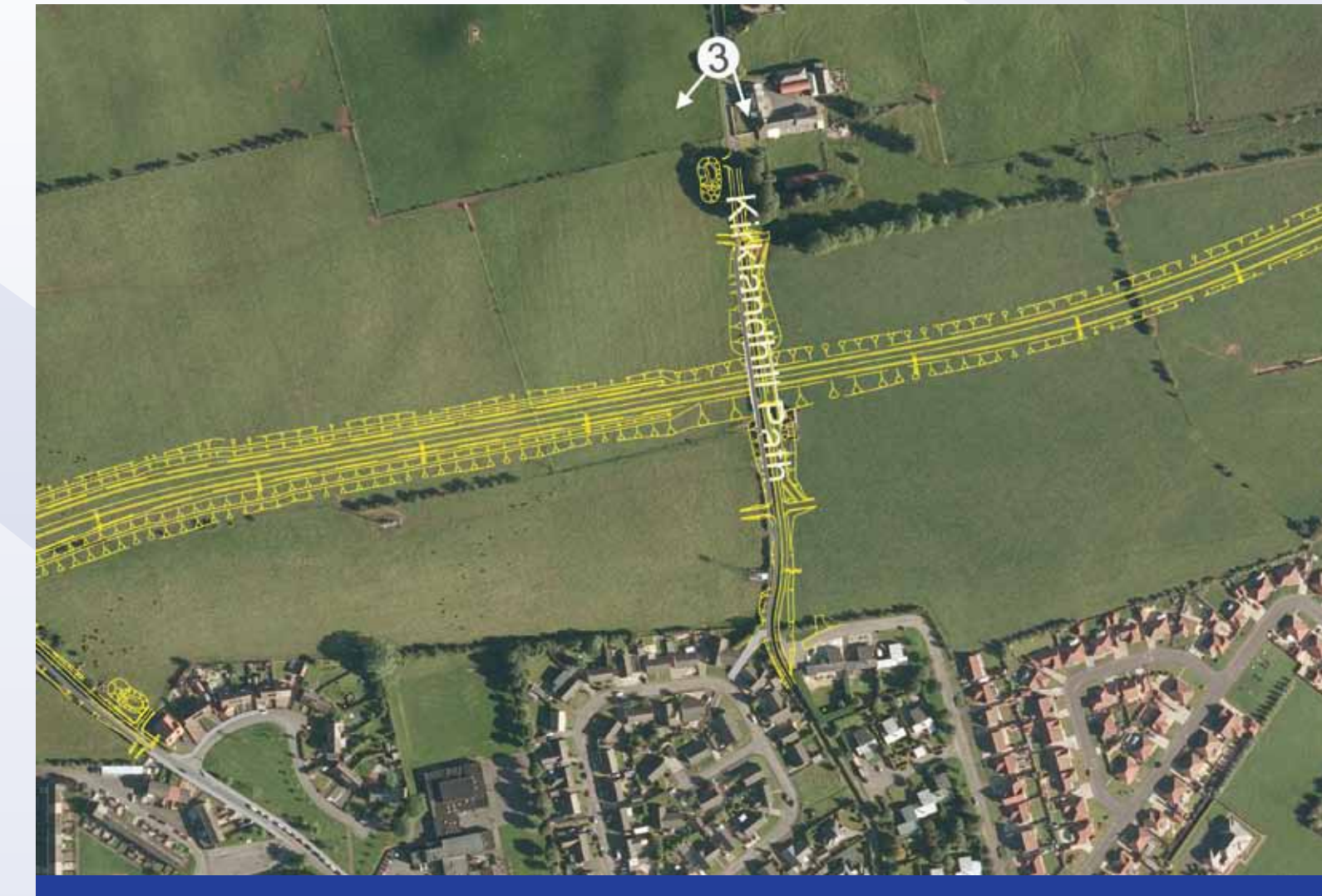
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View 3 – looking south towards Maybole from Kirklandhill Farm

EXISTING VIEW 3



PROPOSED VIEW 3 AT YEAR 15



VIEWPOINT LOCATION

Views of the scheme

continued

View 4 – looking north-west towards Laigh Grange from Smithston Cottage



VIEWPOINT LOCATION



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EXISTING VIEW 4



PROPOSED VIEW 4 AT YEAR 15



Construction

The proposed scheme is mainly to be built off line from the existing A77 trunk road. Some temporary traffic management will be required to complete the tie-ins to the existing roads.

Kirklandhill Path will be closed for the duration of the construction of the bridge and improved sideroad. However, this work will be co-ordinated with the tie-in work on the adjacent Gardenrose Path and Alloway Road to minimise disruption.

While some degree of disruption to the public and local community will be necessary to construct the bypass, this will be kept to a minimum. The public will be informed of possible disruption well in advance of the works. Signage will be used to inform users of any temporary traffic management.

Once construction of the bypass gets underway, the works are expected to take up to 18 months to complete.



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Draft Road Orders

Plans showing the draft **Trunk Road** and **Side 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:

South Ayrshire Council

The Wallace Tower
172-176 High Street
Ayr
KA7 1PZ

Maybole Library

1 High Street
Maybole
KA19 7AB

Transport Scotland

Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF



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What happens next?

Confirmation of the draft Orders, and subsequently, the Made Orders, will provide Scottish Ministers with the statutory powers to proceed with construction of the scheme, subject to funding availability.

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. Should this be required it would delay the date at which the statutory orders for the scheme are confirmed.

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



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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 support, comment on or object to the draft Orders, or comment on the Environmental Statement, please give us your feedback on the form provided, which can be posted in the feedback box at the exhibition.

Alternatively you should write to Transport Scotland at the address below to arrive no later than **31 January 2014**.

A77 Maybole Bypass MTRIPS

**Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF**



More information is available at the project website:
www.transportscotland.gov.uk/road/projects/a77-maybole-bypass

Thank you for your time.



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