



A77 Maybole Bypass

January 2013

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A77: Existing conditions

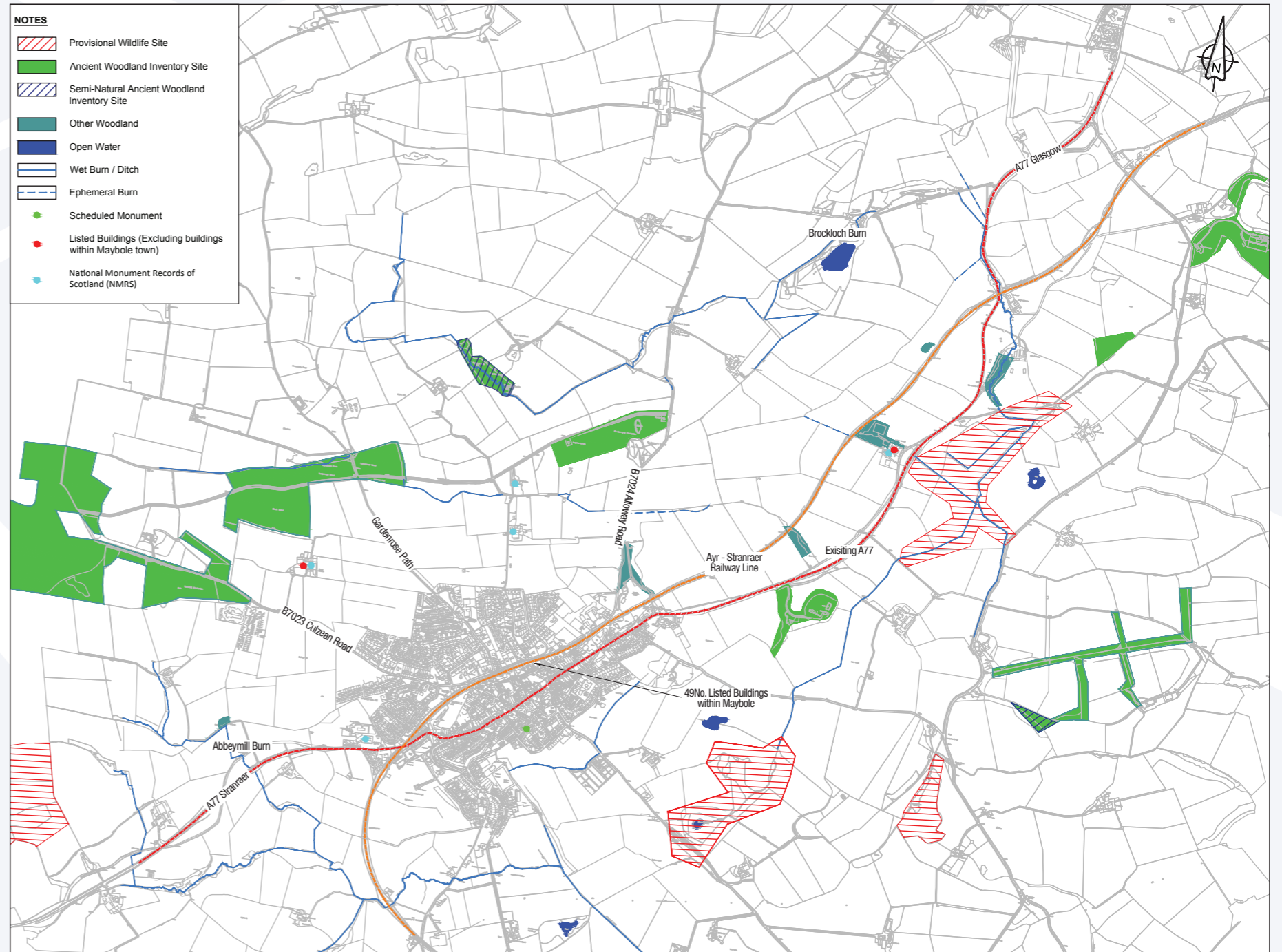
The A77 passes through the centre of Maybole along the High Street, which is the main retail area in the town.

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

A further issue 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.

In addition, there are several constraints along Maybole High Street including restricted carriageway and footpath widths and limited parking provision.

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Scheme objectives

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

The recommendation from the assessment of the scheme options identified a preferred route for a 5.2km bypass to the north-west of Maybole.

Amey has been commissioned by Transport Scotland to progress the A77 Maybole Bypass through further detailed assessment of the scheme. It will then prepare scheme Orders and an Environmental Statement.

The design of the bypass aims to satisfy key objectives, including:

- Improve service and safety levels 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 through Maybole
- Mitigate the environmental impact of the new works where possible
- Achieve good value for money.



Maybole Bypass challenges

Environmental
The following features of nature conservation, landscape, heritage and recreational interest are located close to the proposed Maybole Bypass and must be considered in the plans.

- Local community
- Listed buildings
- Wildlife – badgers, red squirrels, otters, various bat species and water voles

• Abbeymill Burn and Brockloch Burn.

Engineering

Engineering challenges facing the scheme include:

- Steep, undulating topography
- Junctions with the A77
- Junction with the B7023 Culzean Road
- Bridge crossings at Gardenrose Path, Kirklandhill Path and the B7024 Alloway Road.

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Preferred route option

Following detailed design and assessment work, a single carriageway with climbing lanes has been selected as the preferred option to be taken forward to the detailed scheme assessment.

The bypass will begin to the south of Maybole where it will connect to the existing A77 by means of a roundabout, before continuing northwards to a further roundabout at the junction with the B7023 Culzean Road.

The route will then cross Gardenrose Path, Kirklandhill Path and the B7024 Alloway Road, all of which pass over or under the bypass via bridge crossings.

The bypass will follow the

Glasgow to Stranraer railway line, tying into the existing A77 at a new roundabout north of Smithston.

Guaranteed overtaking opportunities will be provided through the inclusion of Differential Acceleration Lanes (DALs) and climbing lanes which effectively provide an additional lane to allow slow-moving vehicles to be passed as they pull away from a

roundabout, in the case of a DAL, or as they negotiate an uphill section, in the case of a climbing lane.

DALs will be provided northbound from the A77 south roundabout and from the B7023 Culzean Road roundabout.

Two separate climbing lanes of 720m and 900m in length will be provided southbound.



Further information

For more information on the proposals for the Maybole Bypass please visit the project page on the Transport Scotland website at www.transportscotland.gov.uk/road/projects/a77-maybole-bypass

What happens next?

A ground investigation will be carried out in the coming months, as well as ongoing environmental surveys. These will provide additional vital information to allow the preferred scheme to be further developed and assessed in relation to 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.

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Any comments that we receive from the January 2013 exhibition are welcomed and will be considered as part of the consultation exercise. The comment forms can be posted into the comments box at the exhibition. Alternatively you can post the comment form to the following address. It must arrive by 1st of February 2013.

Amey Precision House
McNeil Drive
Eurocentral
Motherwell
ML1 4UR

A further public exhibition will be held to coincide with the publication of the draft Orders – currently planned to take place in Autumn 2013.