

Welcome and introduction

Welcome to this public exhibition.

The purpose of the exhibition is to present the preferred option for the Maybole Bypass and explain the need for the scheme, its objectives and the challenges that it will involve.

We welcome your comments and feedback. Please take your time to consider the information presented and provide any comments you may have on the comment form provided.

Leaflets are available for you to take away and representatives from Transport Scotland and Amey are on hand to answer your questions.



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 partly 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, which 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 the High Street including restricted carriageway and footpath widths and limited parking provision.



Restricted headroom at Smithston

Plan of Existing A77



Traffic congestion in Maybole

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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

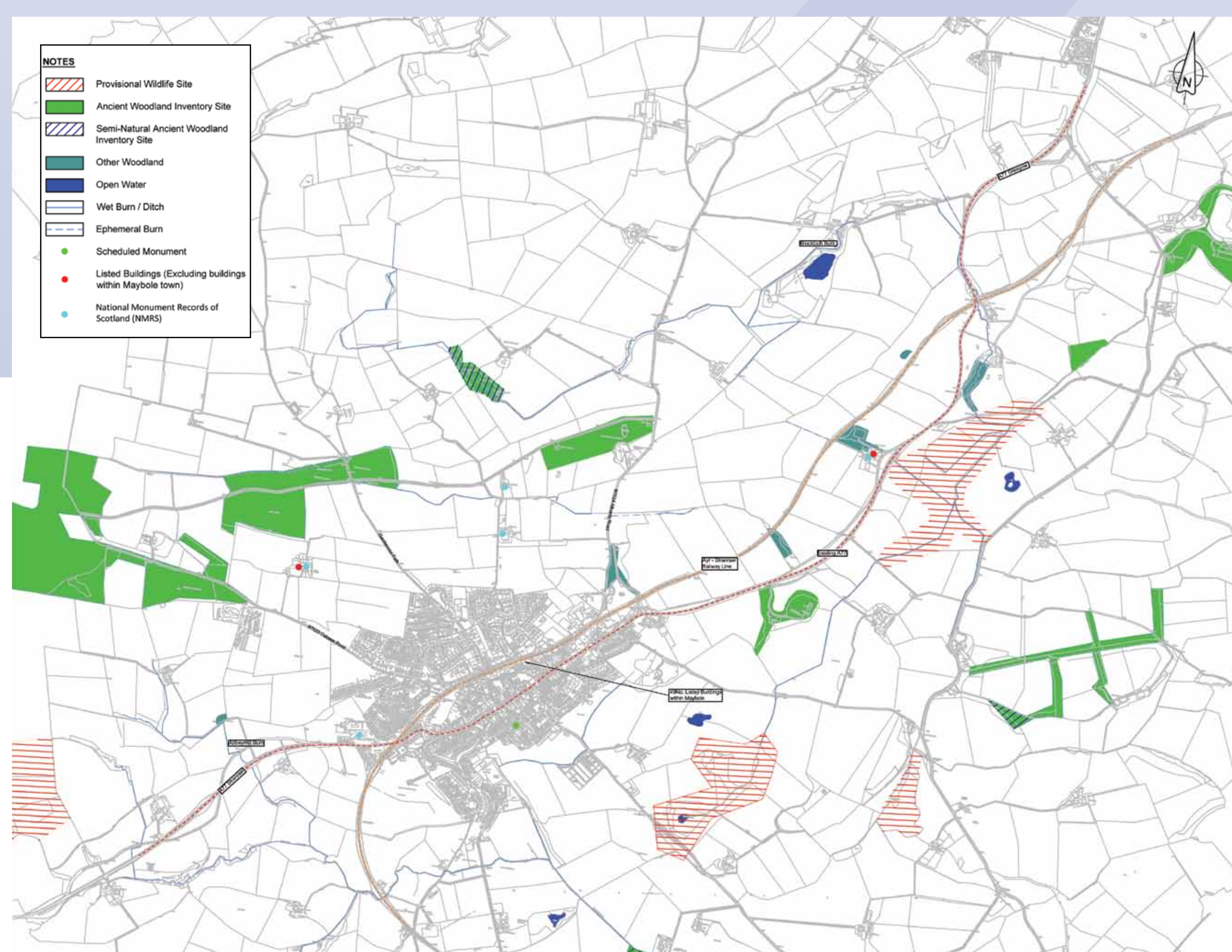
The following features of nature conservation, landscape, heritage and recreational interest are located close to the proposed Maybole Bypass and must be considered in the plans:

- 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 at-grade 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 by means of 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.



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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.

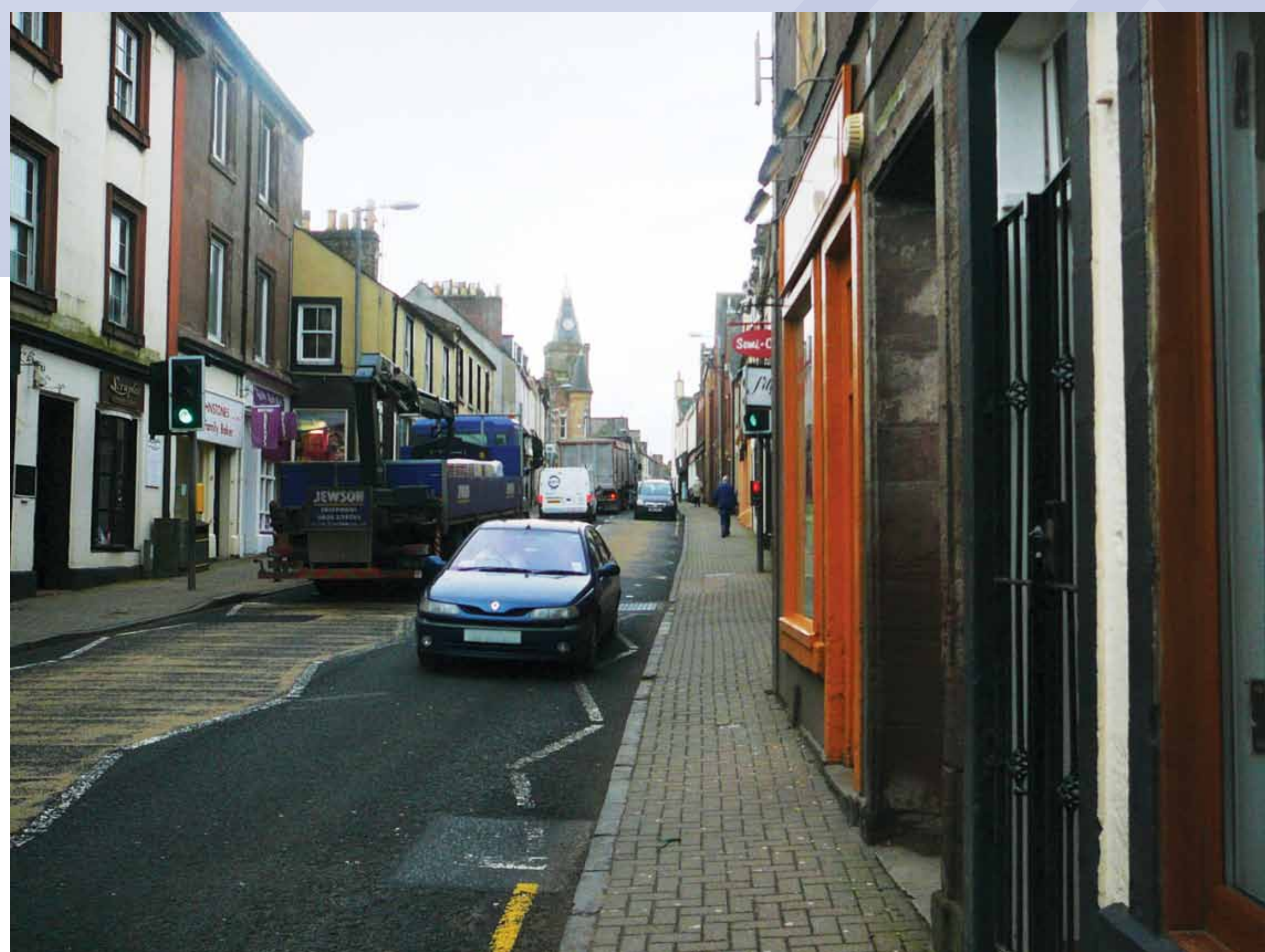
Once all assessments have been made, an Environmental Statement and draft Orders will be published. This will start the Statutory Procedures.

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

Please ensure that you take a copy of the information leaflet and if you have any questions on particular aspects of the proposed Maybole Bypass please feel free to talk to one of the exhibition staff before you leave.

Please give us your feedback on the comment form provided which can be posted in 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**



A77 Glasgow to Stranraer route strategy

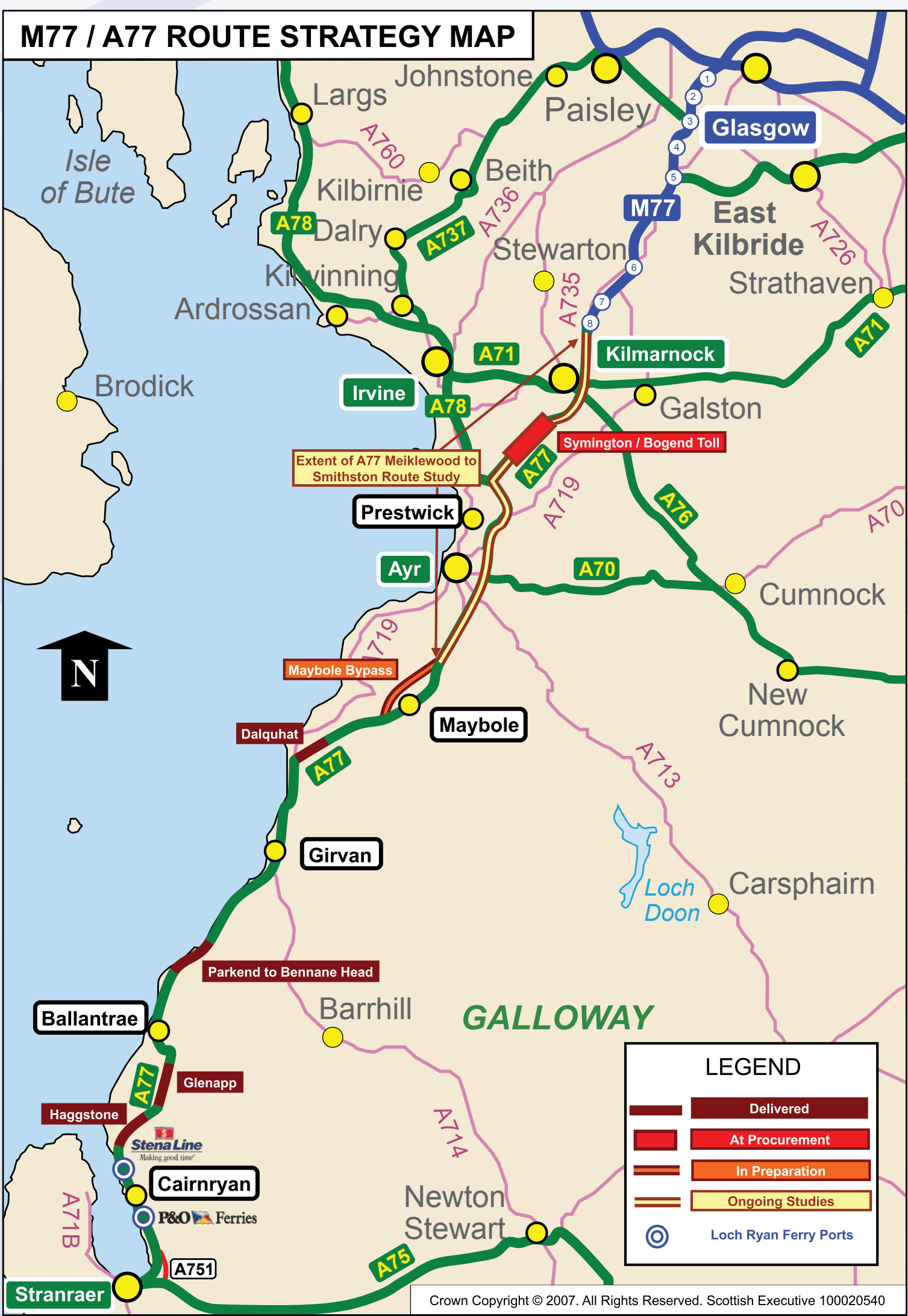
Schemes delivered

- Overtaking opportunities at:
- Dalquhat (north of Turnberry)
 - Parkend to Bennane Head (south of Lendalfoot)
 - Glenapp (south of Ballantrae)
 - Haggstone (north of Cairnryan).

A77 Symington and Bogend Toll improvements scheme

This scheme will improve safety on this essential south of Scotland route by introducing flyover junctions and removing the need for right-hand turns across this busy road.

Procurement is under way with contract award expected soon and construction expected to start later this year.



A77 Meiklewood to Smithston route study

Alongside the schemes currently being delivered, planning is also being undertaken for the future upgrade of the A77 as set out in the Scottish Government's Strategic Transport Projects Review (STPR).

As part of this work Halcrow are progressing a study between Meiklewood and Smithston to identify what upgrades are required to key junctions and links, e.g. Bellfield, Dutch House and Ayr Bypass, along this approximately 22 mile stretch of the A77.

The study will consider a range of factors including the impact of planned developments and current and future traffic levels for the area.

The outcomes of the study will allow Transport Scotland to be better informed about the required upgrades and the order in which they should be prioritised.

The study is due to be completed in Spring 2013.