

EAST AYRSHIRE COUNCIL

CABINET – 2 JUNE 2010

A70 & A71 RURAL ROUTE IMPROVEMENT FEASIBILITY STUDY

Report by Depute Chief Executive/ Executive Director of Neighbourhood Services

1. PURPOSE OF REPORT

1.1 The purpose of the report is to: -

- (a) Advise the Cabinet of the A70 & A71 Rural Route Improvement Feasibility Study carried out by WSP Consultants and the recommendations contained in the final report;
- (b) Seek agreement for the Head of Roads and Transportation to apply for funding from Strathclyde Partnership for Transport (SPT), on behalf of East Ayrshire Council together with South Lanarkshire Council and South Ayrshire Council, to extend the study to cover the full length of the rural single carriageway sections of both routes to the west of the M74 motorway; and
- (c) Seek agreement, in principle, for a programme of improvements to the A70 and A71 based on the recommendations contained in the Rural Route Improvement Feasibility Study Report.

2. BACKGROUND

2.1 The A70 and A71 are regionally significant routes and provide east-west connections from Ayrshire to the M74. Past studies have shown that road transport accounts for 92%, by volume, of the movement of goods and materials to and from Ayrshire. The A70 and A71 are particularly important in providing access for economic activity in Ayrshire and carry significant volumes of goods traffic. The existing characteristics of the A70 and A71, the traffic flows and accident statistics are outlined in Appendix 1.

2.2 The main issues affecting both routes include:-

- (a) Poor safety record;
- (b) Delays due to road works, incidents, seasonal variations in traffic flows, difficulty passing slow moving lorries and agricultural vehicles;
- (c) Unreliable journey times for essential traffic movements because of limited safe overtaking opportunities and poor road alignments; and
- (d) The need to close the road during road maintenance works where carriageway widths are restricted.

2.3 Accidents on the A71 are divided almost equally between the rural and built-up areas. However, on the A70, more than 70% of injury accidents occur on the rural sections. Extensive programmes of traffic calming, pedestrian crossings and other road safety measures have been carried out in recent years in Hurlford, Newmilns and Darvel resulting in reductions in injury accidents of 65%, 43% and 31% respectively in these communities.

3. EARLIER STUDIES

- 3.1** The Scottish Office commissioned a comprehensive study in the mid 1990's which considered the feasibility of forming a new or upgraded road link between Ayrshire and the M74. At the time of the Study, 51% of Ayrshire companies indicated that their business activities were constrained by the road network in Ayrshire. When the business community was consulted, both the A70 and A71 featured consistently as the preferred routes to be upgraded. The Study concluded that upgrading the A70 and A71 or providing a new route would enhance access to the area and improve the potential for economic regeneration.
- 3.2** Poor accessibility to jobs, educational opportunities and for economic regeneration is a significant issue in the former Coalfield area, to the south of Mauchline. The Scottish Executive commissioned a report in 2006 to consider the role that investment in new transport infrastructure and services can play in the economic regeneration of Ayrshire as a whole. The 2006 report noted that:-
- (a) The three Ayrshire local authority areas have relatively poor accessibility to job opportunities by both car and public transport;
 - (b) Access to jobs by car and public transport in East Ayrshire is worse than in Glasgow City and South Lanarkshire. This may place Ayrshire at a disadvantage when implementing policies for population stabilisation and inward investment; and
 - (c) Upgrades to the A70 and A71 would improve links primarily between Ayrshire and UK markets via the M74.
- 3.3** The study concluded that reducing the transport constraints would contribute towards promoting economic development and regeneration in the region by:-
- (a) Improving the reliability of journey times;
 - (b) Supporting the key Structure Plan aims to implement a housing led population stabilisation strategy;
 - (c) Assisting local and developing industries; and
 - (d) Helping to reduce the perception of peripherality which can be a barrier to new investment in Ayrshire.

4. A70 AND A71 EARLIER IMPROVEMENTS AND PROPOSALS

- 4.1** Since the mid nineties, the Council has implemented a number of schemes on both routes in East Ayrshire to address safety issues and improve traffic flows. These improvements include; traffic calming in each of the communities along the routes; route action plan measures comprising consistent signing, lining and other treatments over the whole length of the rural sections of the routes to help drivers reduce their speed to an appropriate level on the approaches to bends, junctions and communities; and a major realignment scheme at Welltrees Bridge to the east of Cumnock which was completed in 2007.
- 4.2** Just before local government reorganisation in 1996, the former Strathclyde Regional Council prepared designs for the Newmilns and Darvel by-passes. However, East Ayrshire Council was unable to proceed with these projects because of the high capital cost of implementation. An initial appraisal and preliminary design was carried out in 2008 to assess the feasibility of constructing

an Ochiltree by-pass. A bid has been made to SPT for funding to carry out more a detailed appraisal and design. The detailed appraisal and design are in SPT's programme, however, competing demands for funding currently have a higher priority.

- 4.3** Detailed designs have been prepared for three improvement schemes on the A70 i.e. Mote Toll Junction Improvement; Wee Torhill Realignment; and the Glenbuck Realignment; location plan Appendix 2. The Council, in partnership with SPT has put in place funding to implement the first two of these schemes and subject to finalizing the land acquisitions, construction of the schemes will commence in the first half of 2010-11. Subject to land acquisitions and the ratification of budgets from SPT and EAC, the first phase of the Glenbuck Realignment will commence in 2010-11.

5. ROUTE IMPROVEMENT FEASIBILITY STUDY

- 5.1** WSP Consultants were commissioned, at the end of 2008, to carry out a study of the **rural** single carriageway sections of the A70 and A71 in East Ayrshire. The consultant was required to identify improvement schemes for both the A70 and A71 to address the issues set out in 2.2, above, and to improve connectivity for economic regeneration.

- 5.2** The A70 study area extended from the East Ayrshire boundary with South Ayrshire to 4km west of the boundary with South Lanarkshire, a distance of some 32 km. The A71 study area was from the A77/A76/A71/A735 Bellfield Interchange through to the boundary with South Lanarkshire Council, a distance of some 19km. The study specifically considered the need for improving the **rural** sections of the routes to meet the stated objectives. The sections of the A70 for which improvements have already been designed i.e. the Mote Toll; Wee Torhill; and the Glenbuck Realignment, were not included in the study.

- 5.3** The study required the Consultant to develop proposals, along with preliminary designs and cost estimates, for upgrading the two routes. The study objectives were to identify and prioritise road improvements to:-

- Improve safety
- Accommodate the movement of large volumes of heavy goods vehicles
- Improve accessibility to the former Coalfield area
- Enhance the reliability of journey times and connectivity to the M74 corridor for business and freight traffic to facilitate economic regeneration and tourism.

- 5.4** The Consultant was also required to carry out an initial appraisal and ranking of the schemes on the basis the Scottish Government Strategic Objectives; the Regional Objectives as set out in the Regional Transport Strategy and the Ayrshire Joint Structure Plan; the EAC Community Planning Themes; Implementability and the Project Objectives, set out above.

6. FEASIBILITY STUDY PROPOSALS

- 6.1** The feasibility study has identified improvement measures that would contribute to meeting the study objectives. The measures were assessed using a methodology based on the Scottish Transport Appraisal Guidance (STAG) which shows the

benefits that can be obtained over do-nothing scenarios. The appraisal methodology scores each improvement scheme taking account of a significant number of factors including safety, health, modal shift, accessibility, and environment. The appraisal scores for each improvement scheme and the ranking are contained in Appendix 3.

6.2 The STAG based methodology has been used to identify the highest scoring projects which are expected to provide the greatest benefits to the community. These are tabulated for both the A70 and A71 in order of their total appraisal score; Appendix 4. It is proposed that this will be used as a basis for programming the projects as funding becomes available and making bids to the Regional Transport Partnership for future grant applications. Developer contributions will also be sought, as appropriate. The ranking of the projects will be reviewed when detailed designs and final estimates have been prepared and will be the subject of future reports to the Cabinet in respect of the Rural Route Improvement Budget.

6.3 The Study has identified that more improvements are needed along the A70 than the A71 because: -

- (i) The M77 and A726/A725 (Newton Mearns to Raith Interchange) forms an alternative route to the A71 which may account for the limited growth in long distance traffic on the A71 in recent years. The M74 northern extension currently under construction is also likely to provide an alternative route to the A71 for some longer distance strategic traffic.
- (ii) The A70 is made up of extensive lengths of rural single carriageway road with sub-standard width and alignment. The A71 comprises relatively short lengths of rural single carriageway road in East Ayrshire and few of these are suitable for upgrading to provide overtaking opportunities.
- (iii) The A71, to the west of the A77 corridor, has already been upgraded to dual carriageway and a significant length of the route has been upgraded to provide a by-pass to Galston.
- (iv) Unlike the A71, there are no ready alternative routes to the A70 for gaining access to the former Coalfield Regeneration Area from the M74 corridor.

6.4 It is proposed, with financial support from SPT, to extend the study of the rural single carriageway sections of the A70 and the A71 to cover the full length of both routes between the M74 Corridor and the main Ayrshire towns. South Ayrshire Council and South Lanarkshire Council support East Ayrshire Council making a bid to SPT for funding to carry out such a cross boundary study.

7. LEGAL IMPLICATIONS

7.1 None

8. PERSONNEL IMPLICATIONS

8.1 None

9. FINANCIAL IMPLICATIONS

- 9.1** £100k per year over 10 years has been allocated to Strategic Route Improvements from the Roads & Transportation 10-year capital programme to 2018/19. It is proposed that the selected projects are funded from this budget and approval is sought seeking further funding from Strathclyde Partnership for Transport to allow joint funding of projects. Also consideration be given, where appropriate, to contributions from developers whose developments have an impact on the A70 or A71.

10. COMMUNITY PLAN / POLICY IMPLICATIONS

- 10.1** The measures which are proposed will contribute towards Improving Community Safety and Delivering Community Regeneration.

11. RISK MANAGEMENT IMPLICATIONS

- 11.1** Community safety and accessibility benefits will not be realised in the area if a programme of rural route improvements is not carried out.

12. RECOMMENDATIONS

- 12.1** It is recommended that the Cabinet:

- (i) Notes that a study of Rural Route Improvements has been carried out which recommends improvement projects for the A70 and A71;
- (ii) Authorises the Head of Roads to seek funding from SPT on behalf of South Lanarkshire Council and South Ayrshire Council to extend the study to cover the entire length of the rural single carriageway sections of the A70 and A71 between the M74 Corridor and the main Ayrshire Towns;
- (iii) Approves in principle, the list and priority order of the improvement projects set out in Appendix 4;
- (iv) Agrees that the projects in Appendix 4 will:-
 - (a) form the basis of future bids to Strathclyde Partnership for Transport for grant allocations;
 - (b) be included in the Council's Rural Route Improvement programme, subject to detailed appraisals of the projects and annual budget reviews; and
 - (c) be considered for developer contributions, if appropriate.

Elizabeth Morton

Depute Chief Executive/Executive Director of Neighbourhood Services

26 May 2010

JB/KO

APPENDICES

Appendix 1:	Existing Conditions
Appendix 2:	A70 Location Plan of 3 Designed Schemes
Appendix 3:	A70 and A71 Improvement Scheme Appraisal Sheet
Appendix 4:	A70 and A71 list of preferred schemes

BACKGROUND PAPERS

A70 & A71 Rural Route Improvements Study Final Report

For further information on the contents of this report please contact Keith Orton on 01563 555714

Implementation Officer: Keith Orton

APPENDIX 1: EXISTING CONDITIONS

A71 Route

The traffic flow on the A71 single carriageway in East Ayrshire, between Bellfield Interchange and the boundary with South Lanarkshire Council, varies from 12,000 vehicles per day on the Galston bypass to approximately 5,000 vehicles per day east of Darvel. Between 2003 and 2007, there were 69 injury accidents: 1 fatal; 12 serious; and 56 slight injury on the 19km single carriageway rural sections between Bellfield Interchange and the SLC boundary. The distance from Kilmarnock to the M74 is approximately 38 kilometres

The A71 passes through Hurlford, Newmilns, Darvel and Priestland in East Ayrshire and Strathaven and part of Stonehouse in South Lanarkshire.

A70 Route

The A70 is a single carriageway road between Ayr and M74 (J12) passing through South Ayrshire, East Ayrshire and South Lanarkshire. The distance from Ayr to the M74 is approximately 62 kilometres.

The route passes through a number of small towns and opencast mining areas in East Ayrshire (Coalhall, Ochiltree, Lugar, Muirkirk) and Coylton, Douglas and Glespin in adjacent local authority areas.

There were 68 injury accidents on the A70 in East Ayrshire between 2003 and 2007, of which 2 were fatal. The whole length of the A70 route has previously been identified by the AA as having one of the poorest accident levels in Europe.

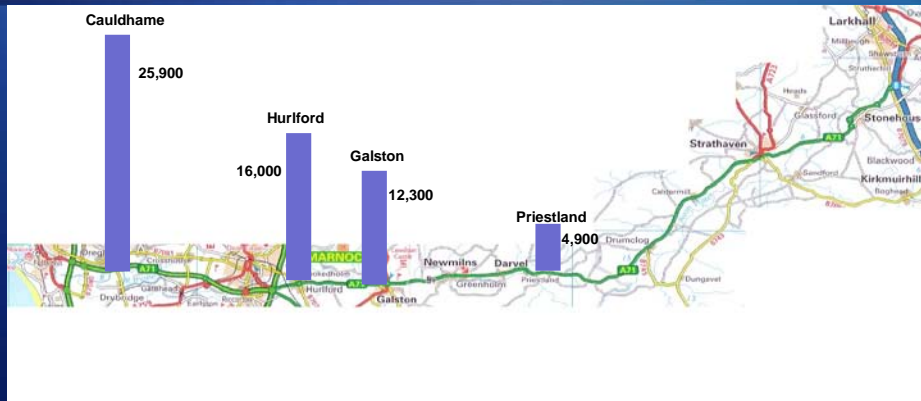
The traffic volume at Coalhall, near the boundary with South Ayrshire is 11,000 approx. vehicles per day and the volume at Muirkirk near to the South Lanarkshire boundary is approximately 4,000 vehicles per day. The route carries a significant proportion of coal and timber traffic in East Ayrshire.

A70 Traffic Flows



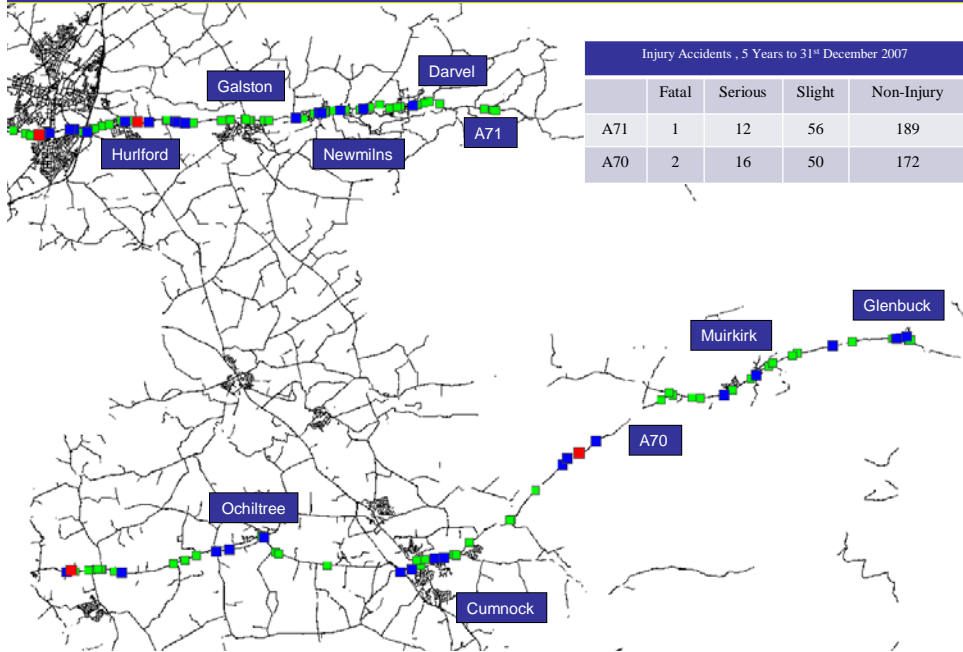
A70 24 Hour 5 Day Traffic Flows

A71 Traffic Flows



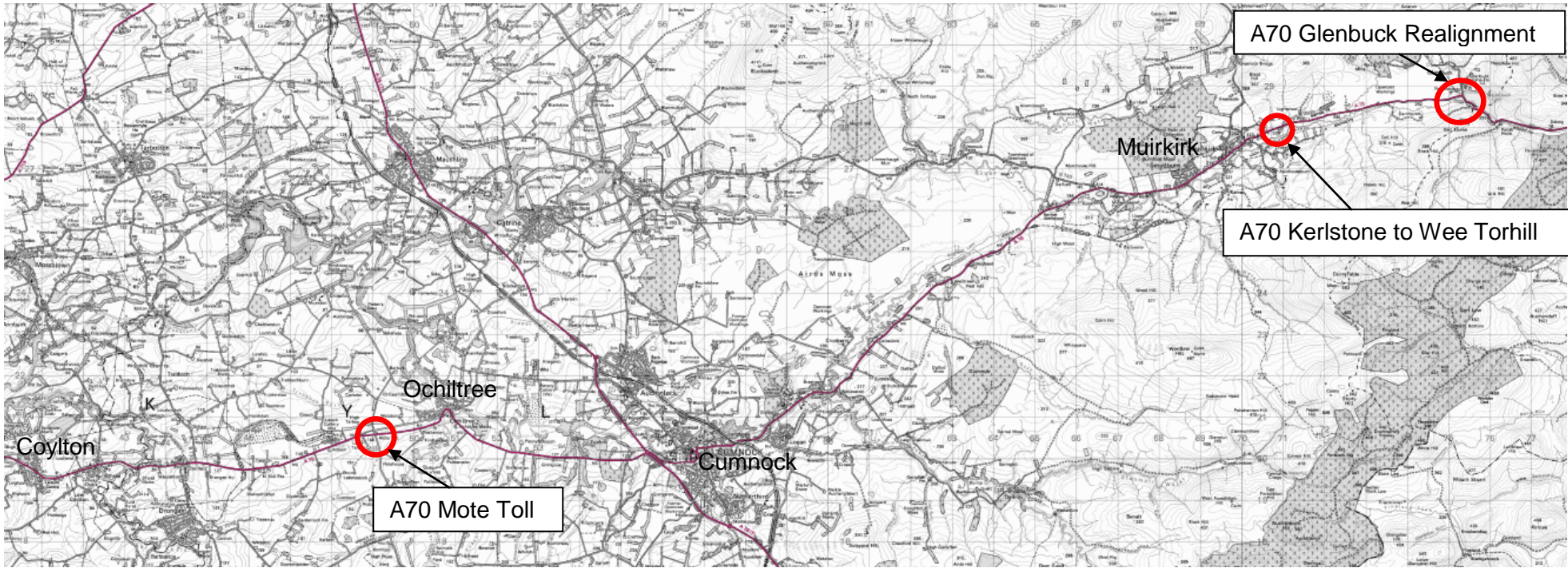
A71 24 Hour 5 Day Traffic Flows

A70 & A71 Road Accidents



APPENDIX 2

A70 Schemes – Location Plan



APPENDIX 3

A70 Appraisal Form (continued over-leaf)

SCHEME DETAILS				SCOTTISH GOVERNMENT STRATEGIC OBJECTIVES					REGIONAL LEVEL													
A70 ROUTE IMPROVEMENTS APPRAISAL									SPT REGIONAL TRANSPORT STRATEGY					AYRSHIRE JOINT STRUCTURE PLAN								
Scheme Grouping	Scheme	Description	Original Cost	Cost Indicator	Wealthier and Fairer	Healthier	Safer & Stronger	Smarter	Greener	Safety & Security	Modal Shift	Excellent transport System	Effectiveness & Efficiency	Access for All	Environment & Health	Economy, Transport & Land-use Planning	Stabilise the population in 2025 at 2005 levels	Encourage Economic Development	Improved Accessibility	Develop strong and vibrant communities including appropriate development in rural areas	Safeguard and enhance the quality of the environment	
	Option A1	Widen road on south side to achieve 7.3m with 2m verge east of Coalhill	38K	2	0	0	1	0	0	1	0	0	0	0	0	1	1	1	1	1	1	0
	Option A2	Reduce speed limit from 40mph to 30 mph	10K	1	0	1	2	0	2	2	0	0	1	1	2	0	1	0	1	1	1	2
	Option A3	New 600m climbing lane on westbound carriageway between Shield cottages and the mineral railway bridge	462K	6	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option A4	580m overtaking section westbound between East Tareign and Provost Mount access junction	500K	7	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option A5	600m overtaking section eastbound between East Tareign and Provost Mount access junction	500K	7	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option A6	Widen road on north side to achieve 7.3m with 2m verge west of Provost Mount junction	42K	2	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option A7	Provide a FOD grid on junction bell mouth at the works access junction to the east of the Provost Mount access junction	25K	1	0	1	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0	1
	Option A8	Widen road on north side to achieve 7.3m with 2m verge between works accesses at farm access	56K	2	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option A9	Ghost island at junction with FOD grid on junction bellmouth at the works access east of Provost Mount access junction	75K	3	0	1	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
	Option A10	EAC Mott Toll improvement		1																		
	Option A11	900m eastbound downhill overtaking section comprising verge widening to provide full overtaking sight distance from east of Mott Toll to west of Nethererton property	50K	2	0	0	1	0	0	1	0	0	0	0	1	2	1	3	3	2		
	Option A12	westbound climbing lane for 1160m between Mott Toll and Nethererton	950K	9	0	1	1	0	-1	1	0	0	0	0	1	2	2	3	3	2		-1
	Option A13	Ochiltree Bypass - EAC	3M	10																		
	Option B1	Widen road on both sides to achieve 7.3m and 2m verge east of Ochiltree including Brentwood and Burnfoot	150K	4	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option B2	New E/B carriageway layby to the west of Coachford Bridge	70K	3	0	0	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
	Option B3	Widen road on north side to achieve 7.3m and 2m verge west of Gremgrew cottages	180K	4	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option B4	Alter kerb lines to improve A70/ Station Avenue junction	25K	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	Option B5	Improve visibility through setting back the property boundary wall at A70/Dumfries House junction	40K	2	0	0	2	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
	Option B6	Overtaking section of 580m with vertical geometry improvements east of Dumfries House	584K	7	0	0	2	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0
	Option C1	Speed reduction from 40mph to 30 mph with associated signing, lining and possibly ghost/traffic islands	25K	1	0	1	2	0	2	2	0	0	1	1	2	0	1	0	1	1	1	2
	Option C2	620m overtaking section with road re-alignment	906K	9	0	0	2	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0
	Option C3	New bus layby on westbound side of the carriageway at Sunnyside private access	35K	2	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0
	Option C4	New bus layby on the eastbound side south of the Sharif House property	70K	3	0	1	1	0	1	0	2	2	0	2	0	1	1	1	1	1	1	1
	Option C5	Widen road on south side to provide 7.3m at Bellowbank - Cabellow	25K	1	0	0	1	0	-1	1	0	0	0	0	1	2	1	2	2	1	1	1
	Option C6	realign carriageway to provide 660m overtaking opportunity	964K	9	0	0	2	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0
	Option C7	770m climbing lane on eastbound carriageway to the east of Boghead Bridge	675K	8	0	0	2	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0
	Option C8	climbing lane of 670m on westbound carriageway south of Nether Wellwood property	586K	7	0	0	2	0	0	2	0	0	1	0	0	0	0	2	1	0	0	0
	Option C9	closure of the Laigh Wellwood Bridge junction	10K	1	0	0	1	0	-1	2	0	0	1	-1	0	0	0	0	-2	0	0	0
	Option C10	Ghost island hatching for westbound traffic at A70 / B743 junction	61K	3	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
	Option End 1	New layby on eastbound carriageway to the east of Torrhill property	70K	3	0	0	1	0	0	1	0	0	1	0	0	0	0	2	2	0	2	2

A70 Appraisal Form

RSHIRE LOCAL PLANNING OBJ COMMUNITY PLANNING PARTNERSHIP					IMPLEMENTABILITY				Overall Project Objectives				SCHEME APPRAISAL						
Promoting Community Learning	Improving Opportunities	Improving Community Health	Eliminating Poverty	Improving the Environment	Technical	Operational	Financial	Public	Improve reliability of journey times	Improve the safety record and reduce accidents	Encourage economic development through improved accessibility and reduce the Police catchment through retaining existing residents and activities	Total Unweighted Planning Objective Score	Planning Objective Rank	Implementability Score	Overall Projects Objectives Score	Total Appraisal Score	Appraisal Rank	Showstoppers	High Filers
0	1	0	0	0	1	2	2	2	1	1	1	19	14	7	4	30.0	14	0	0
0	0	1	0	1	2	1	3	2	1	2	0	29	4	8	3	40.0	8	0	1
0	1	1	0	1	-1	2	-1	2	3	1	2	23	13	2	7	32.0	12	0	1
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0	0	0	0	1	1	2	1	2	0	2	0	15	21	6	2	23.0	21	0	0
					1	3	0	3				7	28	7	0	14.0	27	0	2
0	1	1	0	-1	-1	2	2	1	3	2	3	28	7	4	9	41.0	7	0	4
0	1	1	0	-1	-1	2	1	2	3	2	3	29	4	4	10	43.0	4	0	4
					0	3	-2	3				4	29	4	0	8.0	30	0	2
0	1	1	0	1	1	2	1	2	3	1	2	27	9	6	7	40.0	8	0	1
0	0	0	0	0	1	1	1	1	1	1	0	10	23	4	2	16.0	26	0	0
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0	0	0	0	0	1	2	3	2	0	2	-1	9	26	8	1	18.0	24	0	1
0	0	0	0	0	2	3	1	2	1	3	1	16	19	8	5	29.0	15	0	2
0	0	0	0	0	1	2	2	2	1	1	2	19	14	5	5	29.0	15	0	0

A71 Appraisal Form (continued over-leaf)

SCHEME DETAILS A71 ROUTE IMPROVEMENTS APPRAISAL				SCOTTISH GOVERNMENT STRATEGIC OBJECTIVES					REGIONAL LEVEL													
Scheme Grouping	Scheme	Description	Original Cost	Cost Indicator	SCOTTISH GOVERNMENT STRATEGIC OBJECTIVES					SPT REGIONAL TRANSPORT STRATEGY						AYRSHIRE JOINT STRUCTURE PLAN						
					Wealthier and Fairer	Healthier	Safer & Stronger	Smarter	Greener	Safety & Security	Modal Shift	Excellent transport System	Effectiveness & Efficiency	Access for All	Environment & Health	Economy, Transport & Land-use Planning	Stabilise the population in 2025 at 2005 levels	Encourage Economic Development	Improved Accessibility	Develop strong and vibrant communities including appropriate development in rural areas	Safeguard and enhance the quality of the environment	
	Option D1	Setback existing property boundary wall to improve visibility for both private accesses (Holmes Gardens to East Holmes)	£100k	4	1	0	2	1	-1	2	0	0	1	1	1	1	0	1	2	2	0	
	Option D2	A71/A719 roundabout at Loudoun Academy. Realignment of existing footpath from school. 300m	£55k	2	1	2	2	1	2	1	1	1	1	2	2	0	0	0	2	1	1	
	Option D3	Widen road on South side to 7.3m with 2m verge (speed limit to club access east of Galston)	£38k	2	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option D4	Provision of new layby in southern verge east of Loudoun Golf Club main access	£70k	3	0	0	1	0	0	1	0	0	0	0	1	0	0	1	1	0	0	
	Option D5	Widen road on North side to 7.3m with 2m verge immediately West of speed limit at Newmilns	£75k	3	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option E1	600m of potential alignment improvements west of Darvel	£900k	9	1	1	1	1	-1	3	-1	1	1	1	2	1	2	2	2	2	-1	
	Option F1	Widen southern verge to improve visibility to Ladybrow junction	£30k	2	0	0	1	0	0	2	0	0	1	0	1	0	0	1	1	0	0	
	Option F2	Localised widening at Passford access junction to provide passing place and assist right turn movement	£50k	2	1	1	1	0	1	1	-1	0	1	0	1	1	1	1	1	1	0	
	Option F3	Increased width of existing layby in northern verge west of Allanton Mill access.	£50K	4	0	0	1	0	0	1	-1	0	0	0	0	0	0	1	1	0	0	
	Option F4	Widen road on North side to 7.3m with 2m verge either side of Loudon Hill Inn	£235k	2	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option F5	Vertical alignment improvements to remove hidden dip west of Allanton Mill access	£584k	7	0	0	1	0	1	2	-1	0	0	0	1	0	0	0	1	1	0	
	Option F6	Increased width of existing layby in southern verge east of Allanton Mill access.	£50k	2	0	0	1	0	0	1	-1	0	0	0	0	0	0	1	1	0	0	
	Option F7	Widen road on North side to 7.3m with 2m verge east of Allanton Bridge	£30k	2	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option F8	Widen road on South side to 7.3m with 2m verge east of Quarry access	£20k	1	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option F9	Widen road on North side to 7.3m with 2m verge east of Quarry access	£25k	1	1	1	2	0	-1	2	0	0	1	0	1	2	1	2	3	2	0	
	Option F10	Major realignment over 790m to provide an overtaking section west of Loudoun View	£1M	10	1	1	1	0	-1	3	-1	1	2	1	1	2	1	2	2	2	-1	
	Option F11	Minor realignment over 220m west of Loudoun View	£110k	4	0	0	1	0	0	1	0	0	0	0	1	1	0	1	1	1	0	

A71 Appraisal Form

RSHIRE LOCAL PLANNING OBJ COMMUNITY PLANNING PARTNERSHIP					IMPLEMENTABILITY				Overall Project Objectives				SCHEME APPRAISAL							
Promoting Community Learning	Improving Opportunities	Improving Community Health	Eliminating Poverty	Improving the Environment	Technical	Operational	Financial	Public	Improve reliability of journey times	Improve the safety record and reduce accidents	Encourage economic development through improved accessibility and	Stabilise the population through retaining existing residents and attracting	Total Unweighted Planning Objective Score	Planning Objective Rank	Implementability Score	Overall Projects Objectives Score	Total Appraisal Score	Appraisal Rank	Showstoppers	High Fliers
0	1	1	0	0	-1	1	1	-1	0	2	0	0	16	10	0	2	18.0	13	0	0
1	1	2	0	1	2	2	2	2	0	1	1	0	25	1	8	2	35.0	1	0	0
0	2	0	0	0	1	2	2	2	3	0	3	1	19	2	7	7	33.0	2	0	3
0	1	0	0	0	1	1	1	1	0	2	1	0	6	15	4	3	13.0	14	0	0
0	2	0	0	0	1	2	1	2	3	0	3	1	19	2	6	7	32.0	5	0	3
0	1	1	0	-1	-2	2	-2	2	3	2	2	1	18	8	0	8	26.0	9	0	2
0	1	0	0	0	1	1	2	1	2	3	1	0	8	12	5	6	19.0	12	0	1
0	1	1	0	1	1	2	2	2	1	1	1	1	14	11	7	4	25.0	10	0	0
0	0	0	0	0	1	2	2	2	0	1	0	0	3	16	7	1	11.0	16	0	0
0	2	0	0	0	1	2	1	2	3	0	3	1	19	2	6	7	32.0	5	0	3
0	1	1	0	0	-2	2	-1	2	0	2	0	0	8	12	1	2	11.0	16	0	0
0	0	0	0	0	1	2	2	2	0	2	0	0	3	16	7	2	12.0	15	0	0
0	2	0	0	0	-2	2	2	2	3	0	3	1	19	2	4	7	30.0	8	0	3
0	2	0	0	0	1	2	2	2	3	0	3	1	19	2	7	7	33.0	2	0	3
0	2	0	0	0	1	2	2	2	3	0	3	1	19	2	7	7	33.0	2	0	3
0	2	0	0	-1	-1	3	-2	3	3	2	3	2	18	8	3	10	31.0	7	0	5
0	1	0	0	0	1	2	1	2	2	2	2	2	8	12	6	8	22.0	11	0	0

APPENDIX 4

A70 Appraisal

SCHEME DETAILS				
A70 ROUTE IMPROVEMENTS APPRAISAL				
Scheme	Description	Estimated Cost	Reasons for Project	Total Appraisal Score
Option A4	East Taregin - 580m overtaking section westbound between East Tareign and Provost Mount access junction	500K	Provide Overtaking Opportunity	46.0
Option A5	East Taregin - 600m overtaking section eastbound between East Tareign and Provost Mount access junction	500K	Provide Overtaking Opportunity	46.0
Option A8	Killoch - Widen road on north side to achieve 7.3m with 2m verge between works accesses at farm access	£56K	To improve safety, improve access and reliability of journey times	44.0
Option A12	Mote Toll to Netherton - westbound climbing lane for 1160m between Mote Toll and Netherton	£950K	Provide Overtaking Opportunity	43.0
Option C1	Cumnock to Lugar - Speed reduction from 40mph to 30 mph with associated signing, lining and possibly ghost/traffic islands	£25K	Improve Road Safety	42.0
Option C5	Bellowbank / Carbellow - Widen road on south side to provide 7.3m at Bellowbank - Carbellow	£25K	Raise standard of road and improve reliability of journey times	42.0
Option A11	Mote Toll to Netherton - 900m eastbound downhill overtaking section comprising verge widening to provide full overtaking sight distance from east of Mote Toll to west of Netherton property	£50K	Provide Overtaking Opportunity	41.0
Option A6	East Taregin to Killoch - Widen road on north side to achieve 7.3m with 2m verge west of Provost Mount junction	£42K	Raise standard of road and improve reliability of journey times	40.0
Option B1	Ochiltree Mains to Hillside Cottage - Widen road on both sides to achieve 7.3m and 2m verge east of Ochiltree including Brentwood and Burnfoot	£150K	Raise standard of road and improve reliability of journey times	40.0
Option B3	Stair Road Junction to Grimgrewe Cottages - Widen road on north side to achieve 7.3m and 2m verge west of Gremgrewe cottages	£180K	Raise standard of road and improve reliability of journey times	40.0
Option A3	West Taregin - New 600m climbing lane on westbound carriageway between Shield cottages and the mineral railway bridge	£462K	Provide Overtaking Opportunity	32.0
Option C2	East of Lugar - 620m overtaking section with road re-alignment	906K	Provide Overtaking Opportunity	29.0
Option C7	Boghead Bridge - 770m climbing lane on eastbound carriageway to the east of Boghead Bridge	675K	Provide Overtaking Opportunity	29.0
Option C8	Nether Wellwood - climbing lane of 670m on westbound carriageway south of Nether Wellwood property	586K	Provide Overtaking Opportunity	29.0
Option C6	West of Stoneriggs - realign carriageway to provide 660m overtaking opportunity	964K	Provide Overtaking Opportunity	27.0
Option B6	Dumfries House - Overtaking section of 580m with vertical geometry improvements east of Dumfries House	584K	Provide Overtaking Opportunity	23.0

Note: Table includes highest scoring projects and also all other projects which provide overtaking opportunities, which are needed to improve access to Ayrshire (these may have lower scores due to the higher costs)

A71 Appraisal

SCHEME DETAILS				
A71 ROUTE IMPROVEMENTS APPRAISAL				
Scheme	Description	Original Cost	Reasons for Project	Total Appraisal Score
Option D3	A71/A719 roundabout to Golf Club Access - Widen road on South side to 7.3m with 2m verge (speed limit to club access east of Galston)	£38k	To improve safety, improve access and reliability of journey times	33.0
Option F8	Loudounhill Quarry - Widen road on South side to 7.3m with 2m verge east of Quarry access	£20k	Raise standard of road and improve reliability of journey times	33.0
Option F9	Loudounhill Quarry - Widen road on North side to 7.3m with 2m verge east of Quarry access	£25k	Raise standard of road and improve reliability of journey times	33.0
Option D5	West of Newmilns - Widen road on North side to 7.3m with 2m verge immediately West of speed limit at Newmilns	£75k	Raise standard of road and improve reliability of journey times	32.0
Option F4	Loudounhill Inn - Widen road on North side to 7.3m with 2m verge either side of Loudon Hill Inn	£235k	Raise standard of road and improve reliability of journey times / Provide Overtaking Opportunity ??	32.0
Option F10	Loudounhill Quarry to Boundary - Major realignment over 790m to provide an overtaking section west of Loudoun View	£1M	Provide Overtaking Opportunity	31.0
Option F7	Allanton Bridge - Widen road on North side to 7.3m with 2m verge east of Allanton Bridge	£30k	Raise standard of road and improve reliability of journey times	30.0