

**EAST AYRSHIRE COUNCIL**

**DEVELOPMENT SERVICES COMMITTEE – 28 AUGUST 2001**

**M77 PROGRESS UPDATE**

**Report by Director of Development Services**

**1 PURPOSE OF REPORT**

- 1.1 To advise the Committee on current progress on the M77 project.

**2 BACKGROUND**

- 2.1 Periodic updates have been provided to the Committee on progress in implementation of the M77 project based on discussions with the senior official of the Scottish Executive responsible for the programme.

**3 GLASGOW SOUTH ORBITAL ROAD – PLANNING APPROVAL**

- 3.1 Planning consent was granted to the Glasgow South Orbital Road in June. The consent includes a condition that:

The opening to traffic of the GSO link to the main Ayr/Glasgow route shall be no earlier than the completion of the M77 proposed within the Scottish Executive's Motorway and Trunk Road Programme 2000/2002

- 3.2 Planning approval for the GSO was a key stage in implementation of the M77 project as currently proposed as it is intended that both the GSO and the M77 should be constructed as part of a single design and build contract.

**4 PRE-CONTRACT WORK**

- 4.1 Work is under way on the re-shaping of Eastwood Golf Course to accommodate the M77 within areas currently occupied by the golf course. It is expected that the new areas will be ready for play by the end of 2002.
- 4.2 Financial evaluations on the value for money of the proposed public/private partnership approach to funding the scheme have been completed and demonstrate that this method of funding is appropriate.
- 4.3 A number of consortia indicated an interest in bidding for the contract. Following pre-tender qualification assessments four consortia have been approved. Each consortium requires to include a construction capability, a consultant engineer and a financial institution.

- 4.4** Completion of tender documentation is on schedule. The documents should be ready for issue to the consortia by the end of October. As has been indicated in previous reports changes in design standards since the scheme was originally drawn up in outline will require some adjustments in the land required. All the necessary adjustments have been identified and the legal work involved in further transfers of this land is largely complete.
- 4.5** Preparation of tender returns by contractors, the selection process and subsequent detailed negotiation and contract preparation for a contract of the size proposed normally takes up to 12 months. On this basis it is still expected that the contract will start before the end of 2002.

## **5 PUBLIC TRANSPORT CORRIDOR STUDY**

- 5.1** In announcing that the M77 would be constructed the Minister also asked for a study to be carried out on options for enhancing public transport within the Ayrshire to Glasgow corridor. These studies are under way. Consultants appointed by the Scottish Executive have recently asked East Ayrshire Council for comments on the first stage of their study. The Minister is already aware of some of the opportunities for parallel improvements in public transport in the corridor, in particular the potential value to be derived from increasing the capacity of the Kilmarnock to Glasgow rail line.

## **6 MANAGEMENT OF FLOOD RISK**

- 6.1** The new road will be constructed alongside the Kilmarnock Water. Special attention has been paid to ensuring that there is no risk of increased flooding downstream from the Kilmarnock Water. The new road will be constructed to incorporate "sustainable urban drainage" features which will minimise any run off into adjacent areas.

## **7 SUBSEQUENT RE-DESIGNATION OF LOCAL ROADS**

- 7.1** The contract will include provision for appropriate treatment of the current A77. This will incorporate a dedicated cycleway throughout its length, and a reduction in the lane widths available to other traffic. Discussions will be arranged with East Renfrewshire Council officials, acting as agents for the Scottish Executive in drawing up the contract documentation, on the details to be included in the contract. The details of any changes will, however, be subject to the final design by the construction contractor.
- 7.2** Discussions will also be arranged with East Renfrewshire Council on future treatment of the Eaglesham Moor Road. This treatment will be designed to discourage drivers from continuing to use this as a general through route. The

intention will be to make the area more attractive for recreational purposes. Further proposals on this issue will be brought back to the Committee for consideration in due course.

## **8 MOTORWAY SERVICE AREA AT THE KINGSWELL JUNCTION**

- 8.1** It is understood that no final decision has yet been taken by the Scottish Executive on whether or not to include two south facing slip roads at the M77 junction. The Council has previously advised the Scottish Executive that in its view a fully articulated junction should be installed. This would be the only way to provide effective access to the local roads system – as noted above it is envisaged that the Eaglesham Moor Road should be kept open, although its function should change primarily towards recreational use. Without a fully articulated junction there would be no access from the motorway to the Eaglesham Moor Road. It is considered that there are other ways of introducing adequate traffic calming on the Eaglesham Moor Road to deter through users. The Committee has also recognised the potential value of a motorway service area at this location as a source of economic development, and its potential as a tourist gateway to Ayrshire.

## **9 LIAISON ON CONTRACT ARRANGEMENTS**

- 9.1** As noted in a previous report to Committee the extent of construction involved in the M77 will inevitably result in some disruption to traffic and potential nuisance to residents within the area. The critical issues are likely to include:
- Traffic management of the A77 to continue to maintain continuous flow (two lanes in each direction)
  - Formal diversions and measures to avoid informal use of alternative routes using unsuitable roads and passing through other communities including Fenwick and Stewarton
  - The location of contractors' sites
  - Noise and dust nuisance from the works themselves
  - Requirement to take on and off the site substantial quantities of material
- 9.2** The “employer’s conditions” contained within the contract will require the contractor to liaise with local community organisations and the local roads authority in order to minimise disruption of traffic and nuisance. The Scottish Executive will ensure that East Ayrshire Council officials are satisfied with the provisions for this contained within the tender documentation.
- 9.3** It has been suggested by the Council’s Northern Area Local Committee that liaison with local community organisations might be organised under the auspices of the Local Committee. This would have the advantage that the Community Councils from all the areas directly affected by the construction work are represented on the Committee. It is suggested that the Development

Services Committee might consider endorsing this proposal, although it would be intended to continue to bring progress reports on the M77 back to this Committee periodically.

## **10 FINANCIAL AND LEGAL IMPLICATIONS**

**10.1** There are no immediate financial or legal implications arising from this report.

## **11 POLICY IMPLICATIONS**

**11.1** The completion of the M77 is a central policy within the Council's economic development and transportation programmes.

## **12 RECOMMENDATIONS**

**12.1** It is recommended that the Committee:

- (a) note progress on the implementation of the M77 project;
- (b) note that a further report will be submitted to the Committee on proposals for future treatment of the Eaglesham Moor Road in due course; and
- (c) agree that the Council should advise the Scottish Executive that the Northern Area Local Committee could provide an effective mechanism for liaison between the construction contractor and local communities.

**Stephen Chorley**  
**Director of Development Services**  
**20 August 2001**  
**SC/JR**

## **BACKGROUND PAPERS**

Nil

For further information on the contents of this report, please contact Stephen Chorley, Director of Development Services, on 01563 576011

**Implementation Officer: Stephen Chorley**

**AGENDA**