

# Report

Report to:	<b>Enterprise Services Committee</b>
Date of Meeting:	<b>4 February 2014</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>A71 Horsley Brae/Brownlee Road - Junction Improvements</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ Provide an update on the proposed improvements at the junction of the A71 Horsley Brae / Brownlee Road
- ♦ Seek approval to enter into an agreement to deliver the proposed improvements in partnership with North Lanarkshire Council and Strathclyde Partnership for Transport (SPT).

## 2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) That progress on preparation of the proposed improvements be noted; and
- (2) That the Council enters into an agreement with Strathclyde Partnership for Transport and North Lanarkshire Council to deliver the proposed improvements

## 3. Background

- 3.1. The A71 Horsley Brae / B7011 Brownlee Road junction presently experiences significant congestion extending through Garrion Bridge and Cornsilloch Roundabouts during both the am and pm peak periods. This creates delays for commuters and also for tourism, business and freight journeys. Although physically located just inside North Lanarkshire, delays at this junction have significant implications for South Lanarkshire residents particularly those commuting from the Law/Carluke area, and the rural areas beyond, to the M74 corridor and the Hamilton/ East Kilbride area.
- 3.2. Insufficient transport connections, such as this, can damage the competitiveness of an area. To improve these connections, North and South Lanarkshire Councils have been working for a number of years to develop and secure funding to deliver an improvement at this junction. SPT has provided funding to assist with the design and development of the preferred solution and we anticipate them providing further contributions to the overall scheme.

- 3.3 The proposed improvement contributes towards the congestion relief targets of both Councils' Local Transport Strategies and the Council's Single Outcome Agreement. It also contributes to improving sustainable connectivity for business and freight; one of SPT's six strategic priorities in the Regional Transport Strategy.
- 3.4 The scheme is also recognised by SPT as a transport priority for South Lanarkshire in their Transport Outcomes Report.

#### **4. Preferred Scheme**

- 4.1. Several improvement options and iterations have been considered, modelled and assessed along this corridor including the introduction of traffic signals, grade separation of the existing junction and the introduction of a new roundabout.
- 4.2 A number of factors including cost, land topography / availability and the tidal nature of the traffic flows were considered by senior officers within both Councils with the preferred improvement scheme being the provision of an 80m long right turn storage lane on the northbound A71 at its junction with Brownlee Road. An acceleration lane from Brownlee Road will also be provided. Appendix 1 illustrates the proposed improvement.
- 4.3 The completion of this improvement will reduce congestion and provide consistent and quicker journey times during peak periods with journey times for public transport also improved.

#### **5. Project Delivery**

- 5.1. To date, while the improvement is physically located within North Lanarkshire, this Council has taken the lead role in exploring potential improvement options and engaging with partners. The position has now been reached where a detailed proposal has been agreed between the partners and detailed design has been completed.
- 5.2. Over the past year or so, North Lanarkshire Council have been active in progressing planning consent and land acquisition, both of which are expected to be concluded by 31 March 2014. The scheme also requires the introduction of a reduced speed limit through the junction and North Lanarkshire will shortly commence the necessary statutory procedure to do this.
- 5.3. Construction and procurement of the project is being scheduled for delivery in late summer 2014 and will be led by North Lanarkshire Council. Although largely being delivered by North Lanarkshire Council, South Lanarkshire Council will remain closely associated with the project to ensure that best value and South Lanarkshire's interests are fully considered.
- 5.4. A technical handover meeting has now been held between the two Councils and North Lanarkshire Council will forthwith have responsibility for finalising contract documents, tendering the works, appointing a contractor and supervising construction.
- 5.5. It is anticipated that the works will start on site in August. Lane restrictions will be in place for most of this period and a public relations exercise will be undertaken to advise road users of expected delays and to encourage the use of alternative routes. Hopefully, the travelling public will be accepting of inevitable delays during the construction period, given the long term benefits.

## **6. Employee Implications**

6.1. None

## **7. Financial Implications**

7.1. The improvement is currently estimated at £1.6m, including contingencies, and a bid for funding of £800k (50%) has been submitted to Strathclyde Partnership for Transport. Confirmation of this funding, if approved by SPT Partnership, will be given towards the end of the current financial year. South Lanarkshire and North Lanarkshire will each contribute £400k (25%) with South Lanarkshire's contribution being funded from the Council's Roads Investment Plan.

## **8. Other Implications**

8.1. As with any large scale project of this nature, a risk register will be produced and will be kept up to date, in this instance, by North Lanarkshire. South Lanarkshire will review and contribute to this register as necessary.

This project will contribute to improving sustainable connectivity for business and freight.

## **9. Equality Impact Arrangements and Consultation Arrangements**

9.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required.

9.2. All necessary consultation arrangements have taken place.

**Colin McDowall**

**Executive Director (Community and Enterprise Resources)**

10 January 2014

## **Link(s) to Council Objectives/Values**

- Improving road network and public transport
- Improve the quality of the physical environment
- Improve the quality of life of everyone in South Lanarkshire
- Support the local economy by providing the right conditions for growth, improving skills and employability

## **Previous References**

None

## **List of Background Papers**

None

## **Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact: - Colin Park, Engineering Manager, Roads and Transportation Services

Ext: 3563 (Tel: 01698 453563)

E-mail: [colin.park@southlanarkshire.gov.uk](mailto:colin.park@southlanarkshire.gov.uk)