


A77 Maybole Transport Study

Report of Public Consultation

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1. Introduction

BACKGROUND

- 1.1 The Scottish Executive appointed Atkins in November 2003 to provide Consultancy Services under the Multiple Framework agreement 2003/1 for Scottish Trunk Road Schemes Preparation.
- 1.2 Under the Call-Off Services provision, contained within the agreement, Atkins was requested in April 2004 to undertake a study of transport problems on the A77 on the section through the town of Maybole in South Ayrshire.
- 1.3 As part of the Scottish Transport Appraisal Guidance (STAG) Part 1 appraisal process, it was agreed that residents in Maybole would be consulted on the existing situation in respect of the trunk road in Maybole. This report summarises the main findings of the surveys undertaken.

REPORT STRUCTURE

- 1.4 This report is structured in three sections following this introduction. Section two contains the methodology for the consultation and survey exercise, whilst section three reports on the analysis of the responses. A brief summary of these results and the implications is contained in section four.
- 1.5

2. Survey Methodology

SURVEY DESIGN

- 2.1 A self completion, A4 double sided, questionnaire was designed by Atkins to ascertain the views of residents in the Maybole area regarding any transport and traffic concerns they may have with respect to the A77.
- 2.2 A copy of the questionnaire sent to residents is contained in Appendix A of this report.
- 2.3 The questionnaire was designed both to inform the residents of the progress of the study and gather information to help inform the study. The key issues included in the questionnaire were:
- ◆ Destination of journeys made from the Maybole area;
 - ◆ Use of public transport and other non-car modes to make trips using the A77;
 - ◆ Incentives which will encourage modal shift to public transport;
 - ◆ Use of facilities on Maybole High Street;
 - ◆ Problems experienced by pedestrians in crossing the A77 in Maybole; and
 - ◆ Social characteristics of respondents.

SURVEY PLANNING AND EXECUTION

- 2.4 The public consultation was undertaken over a period of three weeks during October 2004, with a closing date of 22nd October 2004.
- 2.5 The survey was distributed in the Maybole Community Newspaper as part of the normal delivery process. In this same edition, the editor produced a feature on the consultation exercise.
- 2.6 Using this method questionnaires were sent to 4,500 households within the KA9 postal district area. The area surveys were distributed to is shown in Figure 2.1. Additional questionnaires were left in the community centre in the town.
- 2.7 Questionnaires were returned by respondents to survey posting boxes situated in the community centre, library and Safeway supermarkets in the town.
- 2.8 This method of distribution and collection was adopted, rather than posting the questionnaires and using return self addressed envelopes, so that the community would gain ownership of the questionnaire and as such would be more likely to participate.

PRIZE DRAW

- 2.9 To provide an incentive for residents to complete and return the questionnaire, a £100 prize draw was offered to respondents who replied before the closing date.

- 2.10 To continue the involvement of the community and their sense of ownership of this phase of the study, it was proposed that each response would be numbered and then David Kiltie the Chairman of Maybole Community Council, would be asked to pick a random number from the total number of responses that were returned before the stated return date.
- 2.11 Subsequently the winner was presented with the cheque and photographed for an article in the Maybole Community News.

ANALYSIS

- 2.12 Data was entered into a coding frame in MS Excel, and subsequently analysed in a statistical software package (SPSS version 11.5).
- 2.13

3. Analysis of Responses

RESPONSE RATE

- 3.1 Of the 4,500 questionnaires sent to households within the Maybole area, 409 were returned by the closing date of 22nd October 2004. This is a response rate of 9%, which is considered to be average for public consultation exercise of this kind.

SAMPLE CHARACTERISTICS

- 3.2 Of the respondents who provided background information, 139 people (40%) were male and 207 (60%) were female. This is similar to the census data which shows 47% of the population of Maybole is male, and 53% female.
- 3.3 The age groups of respondents and the comparison with the 2001 census data are shown in Table 3.1.
- 3.4 Most respondents (59%) were aged 50 or above. Almost a third of respondents were between the ages of 31 and 50, which reflects the 2001 census data. Four per cent of respondents were 18 or under, although the census shows a quarter of the population in the study area are in this age band. This level of responses per age band is considered to be typical for a public consultation exercise of this kind

Table 3.1 – Age of Respondents

Age	Survey Responses	Survey Responses	2001 Census for Maybole Area
0-18	15	4.4%	24.1%
19-30	25	7.3%	13.4%
31-50	100	29.2%	29.0%
50+	201	58.8%	33.4%
Total	342	100%	100%

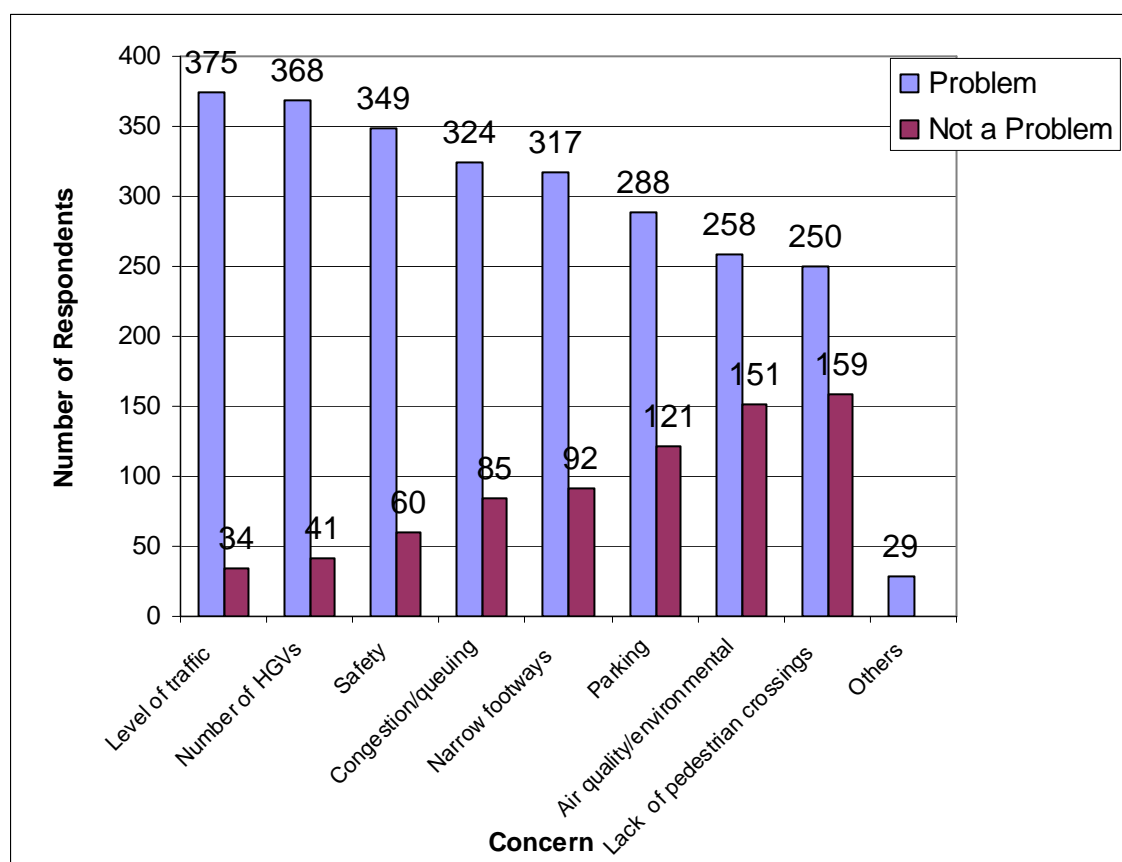
PERCEPTION OF PROBLEMS ON A77

- 3.5 Respondents were asked what, if any, problems existed with regard to the A77 in Maybole, including those experienced as pedestrians, cyclists and drivers.
- 3.6 Although respondents were asked to rank the possible problems in order of severity from the list provided it was noted that few did this, most opting instead to list all problems concerning them with the highest rank. Consequently responses have been summarised into two categories; 'considered a problem' and 'not considered a problem.' These responses are summarised in Table 3.2 and shown in Figure 3.1.

Table 3.2 – Perceived Problems on the A77 through Maybole

	Respondents who rated problem as a concern	Respondents who did not consider as a problem ¹
Level of traffic	375 (91.7%)	34 (8.3%)
Number of HGVs	368 (90.0%)	41 (10.0%)
Safety	349 (85.3%)	60 (14.7%)
Congestion/queuing	324 (79.2%)	85 (20.8%)
Narrow footways	317 (77.5%)	92 (22.5%)
Parking	288 (70.4%)	121 (29.6%)
Air quality/environmental	258 (63.1%)	151 (36.9%)
Lack of pedestrian crossings	250 (61.1%)	159 (38.9%)
Others	29 (7.1%)	n/a

Base: 1689 responses from 409 respondents

Figure 3.1 – Perceived Problems with the A77 in Maybole

¹ Respondents who marked '5' – least severe, or who left this concern blank.

- 3.7 The most commonly stated concern was the level of traffic through the town, which 375 of the 409 respondents stated was their biggest concern (92%). Only 8% of respondents felt the level of traffic was not a problem.
- 3.8 In addition to the level of traffic, the volume of Heavy Goods Vehicles (HGVs) passing through the town centre was felt to be a major concern by 90% of respondents.
- 3.9 As Table 3.2 shows, safety was another key concern for 85% of respondents.
- 3.10 Few respondents listed other concerns (29 in total). Other concerns raised included:
- ◆ Lack of cycle facilities;
 - ◆ Speeding; and
 - ◆ Loading and unloading of HGVs.

OTHER QUESTIONNAIRE RESPONSES

Journey Purpose

- 3.11 A summary of the responses received with regard to journeys made on the A77 is presented below for journeys with the following purpose; commuting, business, shopping, leisure and other purposes. More detailed information on the analysis of journey purposes is contained in Appendix B.
- 3.12 Where respondents entered 'rarely', this has been assumed to mean 'never'.

Commuting

- 3.13 A total of 204 respondents stated that they commuted as a driver and of these, 69% stated that they did so on a daily basis.
- 3.14 Most passengers who commuted stated that they did so on a daily or twice weekly basis (75%).
- 3.15 Five of the six cyclists who commute by cycle, stated that they did so each day.

Business

- 3.16 There were 99 respondents who stated they drove daily on business (which is 60% of all respondents who drive on business).
- 3.17 Some 58 passengers travelled on business twice a week or more; the remaining 40% did so less often.

Shopping

- 3.18 Shopping attracted the highest number of journeys; of the 256 respondents who drove to the shops, 196 did so twice a week or more.
- 3.19 Of the 150 respondents who travelled to the shops as a car passenger, 73% did so twice a week or more.

3.20 All seven cyclists who went shopping by bicycle indicated that they did so on a daily basis.

Leisure

3.21 There were 208 respondents who stated they drove to leisure activities. Of these 64% did so at least twice a week.

3.22 Of the 123 passengers who travelled to leisure activities, most (61%) did so at least twice a week.

3.23 A total of 15 respondents cycled to leisure activities at least weekly.

Other Journey Purposes

3.24 There were 95 respondents who stated they made journeys for other purposes. These included journeys to:

- ◆ School;
- ◆ Church; and
- ◆ Voluntary work.

3.25 Most 'other' journeys were made by drivers (58%), or passengers (33%).

Trip Destinations using the A77

3.26 A summary of trip destinations can be seen in Table 3.3.

Table 3.3 – Trip Destinations using the A77

	Ayr			Kilmarnock			Glasgow			Girvan		
	Driver	Passenger	Cyclist	Driver	Passenger	Cyclist	Driver	Passenger	Cyclist	Driver	Passenger	Cyclist
Daily	114	41	5	24	5	0	22	5	0	30	12	2
Twice a week	108	82	1	24	9	1	15	7	1	35	16	0
Weekly	35	27	2	16	13	1	22	11	0	27	18	1
Monthly	10	10	0	56	25	0	40	25	0	45	18	0
Occasionally	7	6	2	47	32	1	74	55	1	66	43	2
Rarely or Never	2	6	11	20	24	11	26	26	12	20	24	11
Total	276	172	21	187	108	14	199	129	14	223	131	16

- 3.27 For all modes listed, the most common destination was Ayr; 114 respondents made this trip daily by car as a driver, and a further 108 drivers made this journey twice a week. This is around five times the number of journeys made to Glasgow, Kilmarnock or Girvan, who all had a similar number of trips.
- 3.28 Other destinations respondents listed were:
- ◆ Ardrossan;
 - ◆ Crosshill;
 - ◆ Irvine;
 - ◆ Stranraer; and
 - ◆ Local villages.
- 3.29 The modal split for journeys to the four main destinations (Ayr, Glasgow, Kilmarnock and Girvan) was:
- ◆ 60% car journeys by drivers;
 - ◆ 36% car journeys by passengers; and
 - ◆ 4% journeys by bicycle.

CROSSING THE A77

- 3.30 Respondents were asked where they crossed the A77 as a pedestrian or cyclist in Maybole, ranking the points in order of frequency of use.
- 3.31 From the analysis it was clear that many respondents did not rank their responses, but instead marked '1' for places where they cross, and '7' for where they did not cross. Responses have therefore been summarised to show where respondents cross and do not cross. This is shown in Table 3.4. A location plan for the crossing points is shown in Figure 3.2

Table 3.4 – Pedestrian / Cycle Crossing Points in Maybole

	Cross	Do not Cross
Pelican Crossing	337	15
John Knox Street	272	37
Barns Rd/Crosshill Road	239	54
Clark Street/Weltrees	204	80
Coral Glen	170	130
Kirkland Street Junction	164	11
Kirkmichael Road Junction	96	165
Others	51	18

Figure 3.2 – Pedestrian Crossing Points in Maybole

- 3.32 The pelican crossing was the most common crossing point; 337 of the total respondents stated they crossed here (82%).
- 3.33 Two thirds of respondents (66%) crossed at John Knox Street, and a similar proportion (58%) at Barns Road/Crosshill Road.
- 3.34 Fewest respondents crossed at Kirkmichael Street (23%).
- 3.35 Other crossing points listed were:
- ◆ Barns Terrace;
 - ◆ Carrick Street;
 - ◆ Cassillis Road;
 - ◆ Kirkoswald Road;
 - ◆ Barns Terrace;
 - ◆ St Cuthberts;
 - ◆ At the Town Hall; and
 - ◆ Greenside.

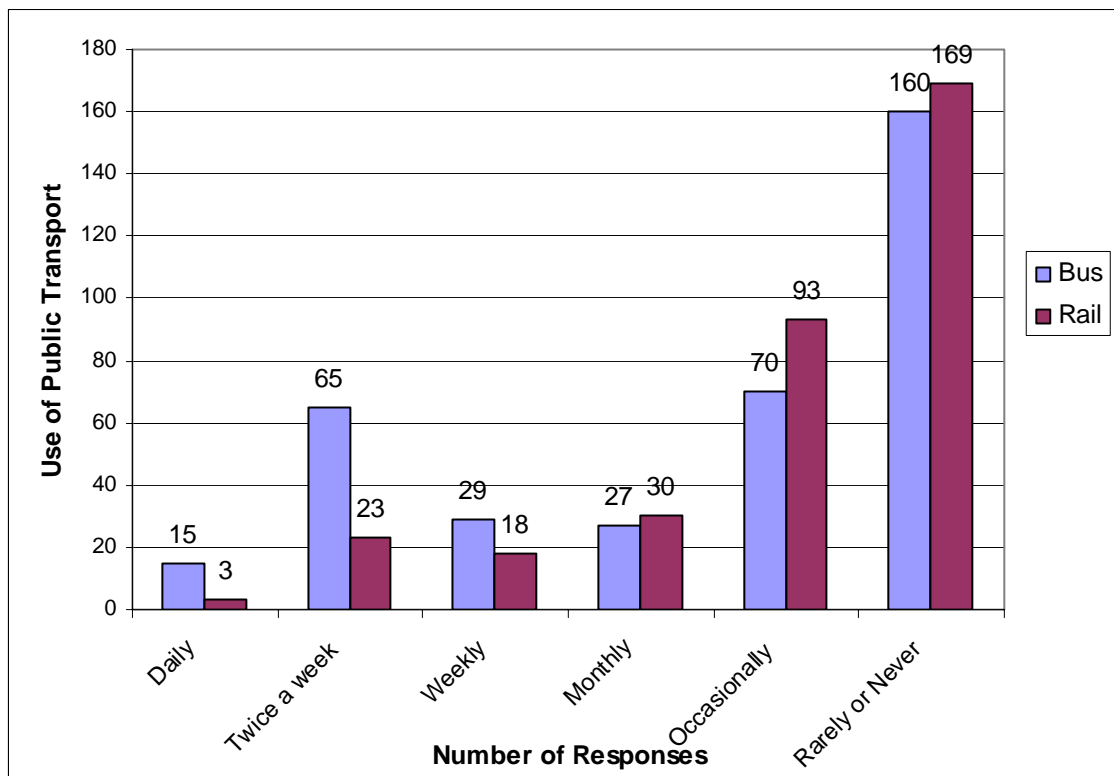
USE OF PUBLIC TRANSPORT

- 3.36 Respondents were asked how often they used public transport; the results are summarised in Table 3.5 and shown in Figure 3.3.

Table 3.5 – Use of Public Transport

Frequency	Bus	Rail
Daily	15	3
Twice a week	65	23
Weekly	29	18
Monthly	27	30
Occasionally	70	93
Rarely or Never	160	169
Total	366	336

Figure 3.3 – Use of Public Transport



- 3.37 Over half the respondents (56%) travel by bus at least occasionally, and exactly half (50%) travel by rail at least occasionally.
- 3.38 Only three respondents travelled by rail on a daily basis (1%), whereas 4% travelled by bus daily.
- 3.39 Table 3.6 shows the responses to the question 'what would encourage you to travel by bus or train more often?'

Table 3.6 – Incentives to Promote Travel on Public Transport

Incentive	Number of Responses to Bus	Number of Responses to Rail
Better timetable information	186	189
More frequent services	156	242
Improved station/bus stop	154	134
Cleaner trains and buses	150	150
More express services	123	58
More modern vehicles	98	112
Quicker journey times	98	81
Improved access to station/bus station	89	76
More destinations	86	79
Other	47	45

- 3.40 The results show better timetable information would encourage 45% of respondents to use bus services more frequently. More frequent services and improved facilities were also felt to attract respondents to travel by bus in 38% of cases.
- 3.41 In respect of travel by rail most respondents (59%) felt that more frequent services were deemed to be the most needed improvement. This was closely followed by better timetable information (46%).
- 3.42 Comparatively few respondents felt the need for public transport to serve other destinations (21% for bus, and 19% for rail).
- 3.43 Other responses included:
- ◆ Affordable fares;
 - ◆ Timetables to suit working population;
 - ◆ More accessible vehicles; and
 - ◆ Integration of services and ticketing.

HIGH STREET FACILITIES

- 3.44 Respondents were asked how frequently they used facilities on the High Street, such as shops and the post office. The responses to this question are shown in Table 3.7.

Table 3.7 – Use of Facilities on High Street

Frequency of Use	Facilities							
	Shops	Leisure	Social	Post Office	Community Event	Work/Business	Health	Other
Daily	232	49	36	62	15	82	20	14
Weekly	126	85	81	178	28	38	34	10
Monthly	11	32	30	53	41	15	87	3
Occasionally	10	53	45	43	89	23	128	12
Rarely or Never	6	73	76	24	84	76	55	8
Total	385	292	268	360	257	234	324	47

- 3.45 The shops were the most commonly stated amenity used on the High Street, attracting 93% of respondents.
- 3.46 The post office was also used by many respondents; 82% used the post office at least occasionally, most used it weekly.
- 3.47 In addition to these responses, four people stated they use the banks in the High Street, and a further four people stated they use the library.

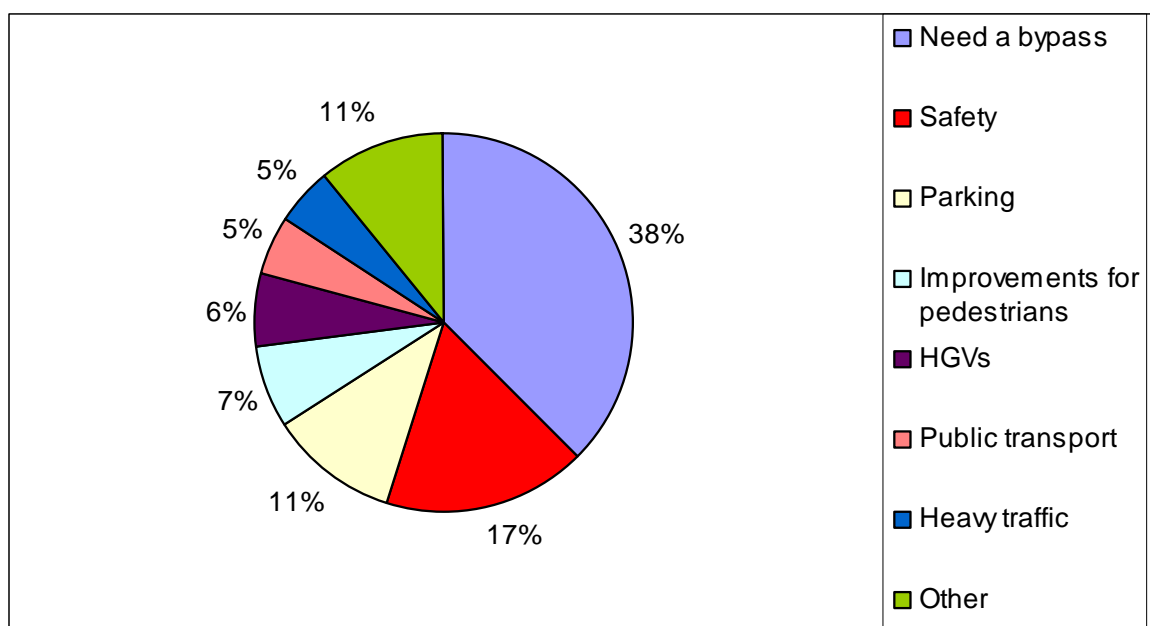
COMMENTS AND FEEDBACK

- 3.48 A total of 210 respondents provided additional comments at the end of the questionnaire. These comments are summarised in Table 3.8 and illustrated in Figure 3.4. The original comments are provided in full in Appendix C.
- 3.49 A total of 79 people stated that they felt a bypass is required. This accounts for 19% of all respondents, and 37% of all additional comments. In contrast it was noted that two respondents objected to a bypass on environmental grounds.
- 3.50 Safety concerns accounted for a further 17% of responses.

Table 3.8 – Summary of Feedback

Comment	Frequency
Need a bypass	79
Safety	36
Parking	23
Improvements for pedestrians	15
HGVs	13
Public transport	11
Heavy traffic	10
Comment on questionnaire	9
Speed of traffic	7
Do not want a bypass	2
Other schemes	2
Improvements to cycle facilities	1
Road maintenance	1
Signage	1
Grand Total	210

Figure 3.4 – Summary of Feedback



4. Conclusions

- 4.1 The public consultation was conducted during October 2004, and sought the opinions of residents of the Maybole area. Of the 4,500 questionnaires delivered, 409 were returned, yielding a response rate of 9%.
- 4.2 The sample obtained was fairly representative of the adult population of Maybole in terms of age and gender.
- 4.3 The key problem highlighted from the consultation was the level of traffic passing through the town on the A77; 92% of respondents felt this was a major concern.
- 4.4 Most respondents (90%) were also very concerned about the number of HGVs using the A77.
- 4.5 The results indicate that more Maybole residents travel on the A77 to go shopping than commuting to work.
- 4.6 The survey also indicated that the two measures most likely to encourage greater use of public transport would be better timetable information and more frequent services. Also 93% of respondents stated that they use the shops on the High Street.
- 4.7 Over half the respondents provided additional comments, and of these 38% stated a bypass was required.
- 4.8 The study findings indicate that the residents of Maybole believe that the provision of a by-pass around Maybole should be investigated as part of the STAG Part1 appraisal work.

APPENDIX A

Questionnaire

7. Do you use the facilities on the High Street and if so how often?
(1 daily, 2 weekly, 3 monthly, 4 occasionally, 5 rarely)

- Shops
- Leisure
- Social
- Post Office
- Community Event
- Work / Business
- Health
- Others:

Regularity

Thank you for helping us to understand the existing transport problems related to the A77 in Maybole.

If you have any additional comments please use the space below or attach comments on a separate piece of paper:

To differentiate between all the survey responses please tick the relevant boxes below.

Sex: Male Female

Age: 0-18 19-30 31-50 +50

As an incentive to return this questionnaire, a prize draw to win £100 is being offered. If you wish to be included in the prize draw please fill in this questionnaire and then write your name and address below and return before Friday 22nd October 2004.

Questionnaires can be returned in the clearly marked boxes located at the Maybole Resource Centre and various other shops and community buildings in Maybole or by post to the Maybole Resource Centre. Thank you

Name:

Address:

Postcode:

Large print version of this questionnaire and help in answering any of the questions is available from the Maybole Resource Centre, 48 / 50 High Street. KA19 7BZ

Tel No. 01655 884 022

Under the Data Protection Act, all the information which you have provided in this questionnaire will only be used in connection with this project.

If you have questions about the Study please contact Andrew Aveyard at Atkins on 0131 225 0172

A77 Maybole Transport Study Public Consultation Questionnaire

September 2004



ATKINS



APPENDIX B

Analysis of Journey Purpose

Driver

	No. of Respondents	No. Respondents Who did not Respond	Percentage of Respondents who did not Respond	Daily	Twice Weekly	Weekly	Monthly	Occasionally	Rarely
Ayr	276	133	33%	114	108	35	10	7	2
Kilmarnock	187	222	54%	24	24	16	56	47	20
Glasgow	199	210	51%	22	15	22	40	74	26
Girvan	223	186	45%	30	35	27	45	66	20
Other	68	341	83%	13	19	12	7	12	5

Cyclists

	No. of Respondents	No. Respondents Who did not Respond	Percentage of Respondents who did not Respond	Daily	Twice Weekly	Weekly	Monthly	Occasionally	Rarely
Ayr	21	388	95%	5	1	2	0	2	11
Kilmarnock	14	395	97%	0	1	1	0	1	11
Glasgow	14	395	97%	0	1	0	0	1	12
Girvan	16	393	96%	2	0	1	0	2	11
Other	8	401	98%	1	1	0	0	0	6

Passenger

	No. of Respondents	No. Respondents Who did not Respond	Percentage of Respondents who did not Respond	Daily	Twice Weekly	Weekly	Monthly	Occasionally	Rarely
Ayr	172	237	58%	41	82	27	10	6	6
Kilmarnock	108	301	74%	5	9	13	25	32	24
Glasgow	129	280	68%	5	7	11	25	55	26
Girvan	131	278	68%	12	16	18	18	43	24
Other	33	376	92%	6	4	4	7	6	6

APPENDIX C

Detailed Comments

Comments from respondents are provided below (A1 to A211).

- A.1 1/ HGV mirrors narrowly miss the heads of pedestrians walking on the High Street. 2/ There is little opportunity for passing traffic to park close to the shops. 3/ Traffic travels far too quickly through the high street 30mph limit is too high. 4/ Parts of the High Street poorly lit.
- A.2 A bypass for Maybole is 25 years late. It is the only answer to the problems experienced by both local drivers and pedestrians alike. We the locals deserve better access to our own town none more so than the elderly and the disabled.
- A.3 A bypass for Maybole is integral to the overall up-grading of the A77. The question I would pose is simple - How many more people need to die?
- A.4 A bypass for Maybole is urgently required
- A.5 A bypass for Maybole!
- A.6 A bypass is needed to get rid of the traffic.
- A.7 A bypass is required around Maybole to ease the traffic and also another pelican crossing say at the town hall would help
- A.8 A bypass would solve all the above problems
- A.9 A bypass would solve the problem
- A.10 A speed limit is required for traffic through the High St in Maybole. Also there is a need for more pedestrian crossings.
- A.11 A) HGVs close to footpath is a major concern. B) Damage to Maybole Castle caused by vibrations of HGVs is a major concern to this listed building. C) Speed of vehicles is a problem. D) Deliveries to Safeway's - causes untold problems. E) Car Parking is a real headache. F) I do not believe the questionnaire as presented will give any answers the questions are inappropriate and misleading.
- A.12 All dogs except Guide dogs should be banned from the High St, people are causing accidents by side stepping over dog dirt.
- A.13 ALL parking at ALL times must be stopped between Kirkwynd and John Knox St junctions as this causes tail backs.
- A.14 Another time wasting exercise to fool the public into thinking something will come out of this! Anyone with brains at all can see what the roads are like and the deaths on it. I'm sure even the politicians can see but every one of them are powerless - what if it was your family that was killed- What then???
- A.15 As I am disabled the only way to cross the road is the pelican crossing as two years ago I was knocked down by a lorry.
- A.16 As I mentioned the present length of the trains (2 coach trains) is inadequate creating over crowding especially in the summer months, longer trains would eliminate this

- problem. The bus service also leaves a lot to be desired, taking 30 mins to go to Ayr in unacceptable in 2004
- A.17 As stated earlier the A77 Glasgow to Stranraer trunk road takes all HGVs through Maybole, eg a 40 ton tanker with chemicals of a high risk factor colliding in Maybole High St would be devastating.
- A.18 Because of congestion and the restricted footpaths, FEAR is a major aspect of using the High St. This deters people from using the High St and encourages travel to Ayr for families. Parking is appalling for users and non-existent for tourists and visitors. It is not a transport but a development that must be considered and encourage visitors to stop and parents to allow children to walk to school safely.
- A.19 Because of the traffic problem on the High St Maybole needs a bypass
- A.20 Before I left Yorkshire in 1980 to come up to Scotland, we had seen villages and towns bypassed. Lots of meetings were held and shop keepers moaned that they would go out of business. But the opposite was the case, people could park and enjoy shopping, no wardens and no hurry more money in the till.
- A.21 Between Inverness and Stranraer there are only 2 towns that do not have a bypass Maybole and Girvin. How many deaths do we have to have on this road before anything is done? IT IS A DISGRACE
- A.22 Buses to come back to B7024 on a regular basis. No other transport other than private car.
- A.23 Bypass needed.
- A.24 BYPASS NOW!!
- A.25 Bypass for Maybole.
- A.26 Bypass is needed for Maybole.
- A.27 Bypass Maybole and Smithston Bridge NOW!! Stop the carnage on the A77 south of Ayr - Non-action is putting blood on the Scottish Executives hands.
- A.28 Bypass now!
- A.29 Bypass would solve all Maybole problems in one go.
- A.30 Cheaper bus/train prices. Rover day tickets that can be used all day and more than one bus (eg. Maybole (Ayr - Heathfield/Asda) return. Earlier times (shift workers).
- A.31 Congestion and queuing wouldn't be quite so bad if no parking was allowed on the High St. Paths are far too narrow when you have a pram and other young children. I have been faced with a van coming towards me on the path.
- A.32 Constant speeding in Cassillis Rd, particularly in the evenings. Legitimately parked cars being damaged by commercial vehicles overtaking in the face of oncoming traffic.

- A.33 Construction of a bypass seems highly necessary
- A.34 Crossing at Carnegie Library has not been improved as the road is now wider and more difficult for the elderly. Quite often cars and lorries fail to stop at pelican crossing when lights are at red.
- A.35 Crossing needed to stay green longer. Traffic warden more often. Too many cars and lorries. Parking on the pavements. Need more parking spaces as houses being built, not enough car spaces as families have 1 or more cars.
- A.36 Does someone have to be killed before action is taken? Someone has already been injured by a lorry whilst walking on the pavement. Children and elderly are most at risk in Maybole centre and there are a lot of both. Traffic travels far too fast down the High St, lorries could not possibly stop in an emergency. Walking in Maybole can be a nightmare.
- A.37 Don't treat this as a public relations exercise. Treat this seriously before someone gets killed.
- A.38 Don't want bypass where I live (Glenalla Rd and Fine View). They are just a field about me. I came up here to get peace from the Kirkoswald Rd (A77). I come from a farming background I love to hear cows and sheep in the morning and no walls in the country.
- A.39 Even the upgraded areas are not what they seem. A77 north of Turnberry with a new crawler lane is improved but going south is worse as you cannot overtake at all on that stretch because of double white lines, even coming down the hill towards Turnberry you can see no traffic on the other side of the road but you are stuck! So it is not an improvement at all! They even had to close the layby/picnic area as cars going south were overtaking through it in frustration!!
- A.40 Extremely high volume of HGVs, in a very narrow high street. Very narrow pavements, personally been struck twice on the shoulder, this year by HGV wide extension mirrors. 2 x High St bank cash machines, drivers park by these machine causing traffic congestion/flow problems.
- A.41 Geography and history has placed the town of Maybole with castle and quaint narrow High Street. The product of an earlier age, astride the main arterial route North to South A77. Commerce, transport expediency and the economics of the market are subjecting old buildings that form the centre of the town to a slow demise with constant vibration from shear volume of ever greater lorry loads. These convoys are a blight on what is left of Maybole history. The stonework facades are cracked and ceiling plastic is brought down. The fabric of these buildings are being destroyed and something needs to be done urgently to divert these heavy loads. Yes there is need to improve the transport infrastructure but not at the expense of the property owners of Maybole. Conservation, restoration and compensation would not go amiss in your deliberation. Spending monies at Cairnryan when there is a bottle neck at Maybole defies the logic.
- A.42 Give heavy fines if parking in Main St area between 8am & 8pm (causing a frustrating bottle-neck for traffic) and loading between 8am & 8pm - traffic would at

least flow if this was law. Reduce speed limit to 20mph within narrow pavement area to increase safety for pedestrians and enforce this!!!!

- A.43 Having lived in Maybole for 5 yrs it would be the only reason from Maybole if the traffic/noise/speed of HGVs and cars doesn't improve. Especially the HGV during the night.
- A.44 Heavy vehicles need to be taken off the road and transported by rail. Also the traffic is slowed down to at least 20 mph going through the town centre. These heavy vehicles are undermining the foundations in historic Maybole and soon they'll be nothing left to save.
- A.45 HGVs are only a problem because of the condition of the road.
- A.46 High volume of traffic, especially HGVs. Very narrow High St parking causes congestion, blocking flow. Extremely narrow pavements. Lack of parking areas close to High St. Suggest introduction of traffic lights either end of the High St for timed one by direction only flow.
- A.47 Hopefully we get something down before there's a serious accident
- A.48 I feel that Maybole urgently needs a bypass. Other villages in other areas have them. It would not harm trade in the town as most traffic drives through anyway. It will not be provided until fatalities have occurred. It was mooted well before the current M77 upgrade.
- A.49 I also wish to draw your attention to a road sign for directions to Dailly which is wrongly situated on the A77 which directs the traffic into our cul-de-sac which causes distress and problems mainly of caravans and lorries. This is difficult for them to manoeuvre back on to the A77 due to resident parked cars.
- A.50 I am a police officer in the town and I am waiting to deal with the inevitable fatal or serious accident involving a pedestrian in Maybole High St area. I will of course encourage and assist relatives of the deceased/injured party to take legal action against the Scottish Executive who have done nothing so far to protect our residents from the traffic menace of which they have been well aware of for over forty years.
- A.51 I am greatly concerned that Maybole High St is a 'disaster waiting to happen' unless something is done, someone or some people will undoubtedly pay the highest price.
- A.52 I am John Kelly, 5 Minnoch Crescent, Maybole. I am 65 years of age. My cousin Dorothy Gibson was killed on this road aged 6 19th July 1946 at the health centre, Kirkware junction. Need I say more?
- A.53 I cross the A77 Monday to Friday at Carrick Academy. Several times daily you take your life in your hands crossing there. The speed and level of traffic is horrendous. Traffic police are there most weeks.
- A.54 I feel that Maybole High St should not be part of the A77 and should be bypassed completely. I feel that the level of traffic is unsafe for both pedestrians and drivers. The Smithston Bridge also causes me concern and should be bypassed.

- A.55 I feel that parking is a very big issue and Maybole should be bypassed
- A.56 I feel if you can't even get the street name correct it's not a serious survey! I no longer do my shopping in Maybole because of the volume and narrow pavements with a young family to watch. A bypass would not make Maybole a ghost town because people would 'pass through' as there is no where to stop. If we had one local residents would be able to and park without causing chaos.
- A.57 I found when shopping with the children you have to watch them very carefully because lorries come so close to the pavement. They nearly rub shoulders with you.
- A.58 I found this questionnaire difficult to read because of the map/pictures used as a background image
- A.59 I had occasion to be in Maybole High St today and it was DISGRACEFUL. All the HGVs were speeding though the centre of town in pouring rain. It has been intolerable for the past 20 years. If you actually lived in Kirkmicheal (I live in Kirkmicheal) you would long ago have organised a demo to bring the whole fiasco to a halt - with the press in attendance. Do we have to wait for a fatality?
- A.60 I hate driving on the A77 but I have to. I try to avoid taking my granddaughter in the car in case someone runs into me and kills her. The roads were made ages ago and not built for modern size or volume of traffic. The only solution is to slow it down by imposing 40-50mph south of Ayr to Stranraer and be strict and disqualify for 1 month or upgrade into dual carriageway and bypass towns. Shopping in the High St is a nightmare especially with children - shut it to all traffic.
- A.61 I have lived in a house on the A77 for 47 yrs. Over this time the volume of traffic noise and air pollution have increased greatly. Narrow pavements with cars parked on them, wheelie bins causing obstruction make life very dangerous for mothers with prams and sight-impaired people, causing them to go on to the road thus endangering their lives.
- A.62 I hope it doesn't take another fatality on this street for a change to be made. I also hope all the politicians and political parties involved in wasting nearly £500M in the Scottish Parliament realise spending some of that money would have helped some of the Scottish people to a better safer life.
- A.63 I live and work on the A77. I am extremely concerned about, 1. Speeding day and night especially HGVs, 2. The narrowness of the road and pavements on the High St and 3. The fact that I put my life in danger everyday I walk to and from work. We need and I believe should demand a bypass.
- A.64 I often work in charity shop right besides the pelican crossing on the High St. Someday someone is going to be killed, elderly people crossing are nearly killed. Traffic going too fast should be warning of some kind for drivers approaching crossing from either side. One day lorry will be through our window.
- A.65 I think a bypass should be considered
- A.66 I think Maybole would benefit from having a bypass

- A.67 I think Maybole would benefit from having a bypass
- A.68 I think that lack of parking facilities and narrow pavements in High Street are a disincentive for anyone to use the shops there.
- A.69 I think that this leaflet is misleading and hard to read. I think parking is a major problem in the town. Most of all I think Maybole should be bypassed before Smithson Bridge before I lose anymore friends, this is a disgrace.
- A.70 I think the town would benefit from the High Street being made pedestrian or 1 way only. Then the lovely building that are empty could be used to improve the town and attract people to stop and shop in the town.
- A.71 I think we could do with traffic lights at Whitehall, Kirkoswald Rd, Ladyland Rd and Coral Green. This is a very bad crossing for traffic.
- A.72 I would like an improvement to this road as the safety of young adults is at risk
- A.73 If a total bypass was to prove excessive, cost wise, then some form of one-way system to alleviate traffic flow/parking problems.
- A.74 If Maybole had a bypass it would improve the quality of life for the residents of Maybole
- A.75 If Maybole had a bypass it would keep the people in the High St safer
- A.76 If Mr Stephen Nicol thinks the problem will be sorted by putting up a couple of new crossings, then he needs a back to front parka and some superfresco wall paper! (think about it!) The only sensible solution is to bypass Maybole NOW!
- A.77 If we had a bypass it would make it safer for old people
- A.78 If we had a bypass it would solve the traffic congestion
- A.79 Impossible if you have a pram to use Maybole High St. Especially at the pelican crossing where the path narrows. Sometimes HGVs are millimetres from pram and going 30mph.
- A.80 In my opinion there should be no traffic allowed through the centre of Maybole.
- A.81 In my opinion there should be no traffic coming down the High St and on to Cassillis Rd. As this is the busiest place for people making their way to the shops, schools, churches and bowling green etc. The number of fatalities I've witnessed in the past is too many. Put people first!!
- A.82 In Nov '03 I suffered a very serious car accident with a skip lorry with me being in the right of way. Now it has left me with injuries for the rest of my life.
- A.83 It can be very frightening for young people to walk down the High Street when very big lorries are passing. They go too fast.

- A.84 Less ferry traffic using High St and other roads. Reduction of speed limit to 20mph. Ban all heavy good transport from town centre.
- A.85 Loading vehicles should only be allowed to stop outside Morrisons before 8.30am. More parking is needed. More pelican crossings top & bottom of High St.
- A.86 Lots of people like me get off the bus at Cassillis Road and it is very difficult to cross because of the traffic. I think they put their foot down in this section of the road it is very dangerous.
- A.87 Many people use the bus stop at Cassillis Rd, to alight from the bus, many vehicles try to overtake the bus whilst stationary causing danger to oncoming traffic and pedestrians. Traffic turning into Cassillis Rd from Barns Rd have little time to get out of the way of these over coming vehicles as they put their foot down to get past the bus. It's a nightmare.
- A.88 Maybole has been crying out for a bypass for over 4 decades. Let us hope that this consultation is not another waste of time. Maybole needs a bypass even the most fervent environmentalist would find it hard to argue against this. At times I feel it is going to take a fatality in order to grab attention of MPs for Maybole's need for a bypass.
- A.89 Maybole High St has become increasingly worse over the past couple of years. Congestion of traffic makes pavements outside Daily Bake and further up the street to the chemist particularly unsafe to walk up especially if old and those who have young children or prams
- A.90 Maybole High St is a disgrace. The pavements are too narrow, there is only one set of traffic lights to cross at, people park anywhere and I don't know how someone has not been killed, or if that happened, would we then get a bypass!!
- A.91 Maybole High St is long over due a bypass it is a disgrace.
- A.92 Maybole High St was not designed for the high volume of traffic which now uses the trunk road. Due to this, I believe it is a matter of time before someone is killed within the town. This traffic black spot is certainly having a financial effect on the local economy. This can be best illustrated by the fact that Turnberry cannot hold the Open or the Ryder Cup until Maybole gets a bypass. As usual short-sightedness by those who can do something.
- A.93 Maybole needs a bypass - the road is very dangerous
- A.94 Maybole needs a bypass
- A.95 Maybole needs a bypass
- A.96 Maybole needs a bypass
- A.97 Maybole needs a bypass
- A.98 Maybole needs a bypass
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- A.99 Maybole needs a bypass
- A.100 Maybole needs a Bypass
- A.101 Maybole needs a bypass and history tells us that no other measure will meet its needs.
- A.102 Maybole needs a bypass for traffic problem on the High St
- A.103 Maybole needs a bypass NOW!
- A.104 Maybole needs a bypass to ensure safety
- A.105 Maybole needs a Bypass urgently
- A.106 Maybole needs a bypass very badly
- A.107 Maybole needs a bypass!
- A.108 Maybole needs a bypass. Not a badly designed questionnaire.
- A.109 Maybole needs to have a bypass
- A.110 Maybole needs to have bypass
- A.111 Maybole really needs a bypass
- A.112 Maybole requires a bypass to get traffic moving
- A.113 Maybole should have a bypass
- A.114 Maybole should have a bypass
- A.115 Maybole should have a bypass
- A.116 Maybole should have a bypass
- A.117 Maybole should have a bypass
- A.118 Maybole should have a bypass
- A.119 Maybole should have bypass
- A.120 Maybole urgently needs a bypass The cover picture on this questionnaire does not give a true representation of the traffic on the High St.
- A.121 More frequent train service would keep so many cars off the road. Bypass desperately needed. More parking for town hall needed. Pedestrainised shopping would benefit local business/community. Pelican crossing needs to give more time.
- A.122 More parking required. Loading vehicles should only be allowed to unload at off peak times.

- A.123 More pedestrian crossings needed.
- A.124 Most problems with the A77 through Maybole could be solved with double yellow lines and anti-speeding measures. There is also a huge gap between the perceived dangers of the road and the actual safety record. Judged by a count of the RTA deaths and serious injuries it is a safe road. A more frequent train service with extra carriages and a stop at Ayr hosp would greatly help commuters and therefore cut road deaths and reduce pollution
- A.125 My house is in Kirkoswald Road and although set back from the main road and pavement the door knocks and rattles when heavy traffic passes
- A.126 Need to have a bypass in Maybole
- A.127 Need to have a bypass in Maybole
- A.128 Needs Pelican crossing on Cassillis Rd
- A.129 Newton Stewart, Gatehouse of Fleet and Castle Douglas have all had by-passes on the A75. Without exception all of these towns have improved, business has flourished and little has been lost as few of the vehicles used to stop in the town.
- A.130 Not enough pelican crossings for kids and old people or people with kids and prams. The pavements are too narrow. Too many buses, coaches and lorries on High St. Lorries should be put on railways to Stranraer
- A.131 Occasionally it is a safe bet to carry a 'piece' (sandwich & flask of tea) if you wish to cross the street as the volume of traffic may take sometime to give one a break to DASH for the opposite side. Although not to be recommended for sick, lame and lazy ('dash' that is!)
- A.132 On one occasion recently I had to stand in heavy rain and wind waiting for a gap in the traffic for 13 minutes to get from my home to my car - and that is not all that unusual. The main problem being convoys of HGVs and cars heading or coming from the Irish ferries at Stranraer and Cairnryan. A bypass would transform this town, soon please!!!
- A.133 Parking at Local supermarket a major problem. Lack of spaces encourages locals to park on A77
- A.134 Parking between Post Office and Townhall should not be allowed this is the cause of bringing traffic to a standstill with many vehicles parking on the pedestrian crossing making it too dangerous for pedestrians to cross. Cars parking on the street are not invalids but members of the public calling at the bank, chemist and bookies.
- A.135 Parking spaces required and a bypass
- A.136 Pavement parking, parking at the narrow part of the High Street causing severe congestion of traffic. Parking on the double yellow lines at junction of high-street St Cuthberts Road. Lack of traffic warden presence, lack of police presence.
- A.137 Pavement parking, parking narrow part of High St
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- A.138 Pelican crossing does not give you enough time for elderly people or young children. Not enough parking facilities for the bank etc.
- A.139 Plan a bypass for the future! Up to 5/6 years. When the new road in N Ayrshire is open M77 Maybole will become a bad hold up
- A.140 Please can Maybole have a bypass
- A.141 Please can Maybole have a bypass
- A.142 Please make a bypass. I think that it would help Maybole as the High St is narrow. I also think it would help if there was a one-way system.
- A.143 Please put timetables in all Bus Stops in large print. Please ask Ayr Bus Station to supply timetables for buses running between Ayr Maybole and Girvane (have been asking for over 1 year). Please put a map of bus routes in a central area.
- A.144 Pram pushing in Maybole is a real problem as no one can pass you without someone stepping in the road. Add another child and shopping in Maybole is an accident waiting to happen!
- A.145 Public transport isn't an option as I live in a rural area with a poor bus service. Parking in the town is a real problem
- A.146 Question 5 is difficult as we live out of town.
- A.147 Re- Question 5 - Bus pick up from and to Murray Gardens/Daily Rd etc would be helpful.
- A.148 Recent deaths in the A77 have NOT been along Maybole High St but the stretch of A77 south of Maybole to Girvan and Ballantree. It is here where improvements should occur. A frequent cause of waiting traffic in the High St are delivery vans to the local shops. They should try to make deliveries before 9am or later in the evening. Double yellow lines along the High St would prevent non-delivery vehicle. I don't believe a bypass would make any difference and would not affect local businesses.
- A.149 Referring to Question 7. Often enough for the town to require a bypass and/or large roundabout encompassing all access roads at the Barns Rd/Crosshill Rd junction.
- A.150 Roads around Maybole are far too busy to consider cycling especially with young children. Shop out of town due to the lack of parking and because of the congestion in and around the High St.
- A.151 Seen too many near misses on High St.
- A.152 Something needs to be done about the A77 especially for the sake of children walking to and from the high school where they have to cross and walk on very narrow pavements.
- A.153 Something needs to be done about traffic.

- A.154 Strict no parking 8am-8pm.
- A.155 Studies & exhibitions have been ongoing since 1936 when a bypass was not first mooted plans have shown route & estimated costs. Since the latest - two fatalities have occurred. Political promises have run out as has the cost excuse, when an underspend of magnitude is announced by executive.
- A.156 Take the lorries off the road, put their loads on the railways to Stranraer etc. Put the coaches on the back road by Turnberry. The bypass would spoil the countryside. We have so little countryside left
- A.157 Terrifying lorries rattle through, noise and dust is a big problem. I would use the shops etc more often if the road was quieter, as I'm sure others would.
- A.158 The A77 requires serious upgrading. Far too many accidents especially south of Maybole and Girvan. Traffic too heavy for road. Would not be tolerated south of the border!
- A.159 The bypass was surveyed in 1938. We do not need this form filling make work to confirm the current need.
- A.160 The congestion on our street is beyond comprehension anybody that says its adequate needs to come and stand in the middle and find out what we have to put up with. You take your life in you hands when you take to our High St. We have one pelican crossing that is supposed to give us peace of mind.
- A.161 The crossing at the old Library is a death trap. The traffic should come one or two ways at the most. Instead they are coming at all angles where people are at risk of crossing. Also there should be traffic lights at the top of Well trees St.
- A.162 The footpaths are barely wide enough to accommodate a pram or a buggy, which means pedestrians have no other alternative than pass using the road (if they are fit enough to move quickly!). The street very often is seriously congested with traffic. New pelican crossings would disrupt the flow of traffic making this problem worse. It is not a pleasure to shop in Maybole as it should be. I don't believe the volume/weight of traffic is suitable for the nearby shops/buildings, therefore also raises another safety issue for pedestrians. Disgruntled drivers using this busy road are also passing on an accident black spot at Smithston Bridge (also needs to be investigated).
- A.163 The heavy traffic must be diverted from the main road as it is causing structural damage to the castle and other listed buildings. My preferred option would be to upgrade the railway and move haulage by freight, There are a couple of fast trains to Glasgow for rail users but not at times to suit commuters. The bus journey between Ayr and Maybole is expensive at £3.30 return as compared with £2.20 for an all day ticket in Glasgow.
- A.164 The High St is an accident waiting to happen. Nobody stops here because of traffic and parking problems.

- A.165 The level of congestion is very dangerous with vehicles mounting the pavements which are too narrow for pedestrians to pass on. The safety of children at lunch time is awful.
- A.166 The major problem is not the volume of traffic but parking in the High St. Delivery vehicles should unload between 6pm and 6am only and double yellow lines to deter lazy drivers from obstructing the flow of traffic.
- A.167 The morning time is the worst on the High St when you have Safeway, Semi-Chem and Spar lorries all parked doing deliveries. Someone actually ran in to the back of my car because of the slow moving traffic.
- A.168 The nearest bus stop from Hicks Ave, Dailly Rd, and Allans Hill is more than half a mile away and does not encourage you to travel by bus or train.
- A.169 The only option that would solve any/all of the traffic/safety problems on the A77 at Maybole is to provide a bypass. No other potential solutions are worth considering.
- A.170 The outcome of survey depends on the executives transport strategy. To obtain ground for a bypass, farmers will be asked for land who are already suffering as a result to the C.A.P. and would be reluctant to give up more land. Also a bypass would take passing traffic away from the town and businesses would suffer as a result. More consideration from all concerned would help.
- A.171 The quicker something is done about the level of traffic in Maybole the better, before someone gets killed!
- A.172 The road is very narrow for the heavy vehicles which are constantly passing through town. The pavements are too narrow for people to pass each other, especially with large vehicles trundling by. Many vehicles fail to stop for the pelican lights.
- A.173 The round
- A.174 The speed and noise of the HGVs at night - I now wake up every night at point with HGVs going through Maybole.
- A.175 The speed of young people in cars going up the main street and noise and music from their cars.
- A.176 The town could do with a bypass as sometimes it can take 10 mins to cross over to the other side of the street. Pavements are so narrow especially when people have children in prams.
- A.177 The toxic levels should be tested regularly in the High St as they could cause long term illness over a period of time.
- A.178 The traffic gains speed as it runs down the High St towards Cassillis Rd. As the bowling green where mostly elderly people socialise is placed there this makes it dangerous for them to cross as it makes it difficult for them to judge the speed of the on-coming traffic.

- A.179 The traffic is terrible and the quicker we get our bypass the better. After all the plans were drawn up in 1931. That is even before I was born.
- A.180 The traffic problem in Maybole High St is bad we need a bypass to combat this problem.
- A.181 The weight of traffic is causing destruction of Maybole. Old buildings are being destroyed by vibrations from constant traffic undermining foundations. These cannot be replaced. The castle 'A' listed and Cassillis Rd with many 'B' listed buildings are especially vulnerable. Stop the Rot now!
- A.182 The width of pavements causes me greatest concern for safety of my children and all pedestrians during the daytime with the quantity and size of the lorries and coaches passing through the town - We did not receive this leaflet through the post as promised
- A.183 There are drivers who come out of John Knox St from the town hall car park and on to the main road at the street, instead of going down John Knox St. Also they do this when they come out of Safeway car park as well, and go up Kirkland St and out at the Chemist. This is not allowed and should be stopped before some child is killed.
- A.184 There is a problem with traffic on Cassillis Rd, particularly heavy vehicles travelling towards Ayr. They overtake the parked vehicles in the street in the face of oncoming traffic with right of way, coming in the opposite direction. This often results in damage to parked vehicles (eg wing mirrors being smashed). Speeding vehicles are also a regular problem.
- A.185 There is great need for another Pelican Crossing probably at the cula building approx. Speed limit needing to be enforced on High Street. Only one Pelican crossing in Maybole High Street.
- A.186 There is no need for this survey. A bypass is obviously needed and has been for years. What's more it's needed now!
- A.187 There is no toilet in Ayr bus station! Most unsatisfactory for the elderly, something must be done about the situation.
- A.188 There is not one point in the survey which is more important than the other as they are all inter-related. An increase in parking facilities adjacent to the High St would be beneficial to the business community. As you are aware the A77 through Maybole is no longer capable of coping with the amount of traffic using it, as HGVs coming with inches of pedestrians on the very narrow pavements is a safety issue which urgently needs to be addressed. As is the issue of traffic driving and parking on pavements which is tolerated by the authorities to allow traffic to flow freely, but to the detriment of pedestrians. I would suggest that until a permanent solution to Maybole's traffic problems is found (i.e. a bypass) it would be prudent to implement a 20mph speed limit from Coral Glen/Ladyland Rd to Cassillis Rd.
- A.189 This has been long overdue and very welcome for all to have their say. Will it take a fatality before a bypass for Maybole becomes a serious possibility

- A.190 This questionnaire will never address the problems. It is appalling. Maybole has a serious problem and everyone can see it. We don't need questionnaires such as this to tell you!! Come and see for yourselves. What about the thousands of non-residents who have to suffer a route through the problems on a regular basis!
- A.191 This road is a major H&S concern for the people and small children of Maybole. It is an accident waiting to happen. Life is worth more than money, with out people money has no value.
- A.192 This town needs a bypass All of Maybole's problems could be solved by one bypass
- A.193 This town's traffic is a disaster waiting to happen. Get your finger out and stop farting about and get the ball rolling for the Maybole bypass that should have been completed decades ago. If this town was in England we wouldn't be wasting time and money on this survey.
- A.194 To help the traffic, a bypass is needed it will bring safety to the pedestrians on the High St
- A.195 Traffic lights or islands at Crosshill Rd Junction with High St and Barns Rd
- A.196 Traffic on High St ridiculous
- A.197 Use area next to Castle to form car park and make people walk to shops instead of parking in High St
- A.198 Very rare to drive down Maybole High St without having to allow HGVs to pass parked cars
- A.199 Volume of traffic is horrendous especially ferry and heavy good vehicles. Made worse by narrow pavements. Are we awaiting yet another fatality?
- A.200 We badly need bypass elderly people can hardly walk the pavements
- A.201 We need a bypass in Maybole
- A.202 We need to slow traffic down coming in from A77 at Carrick Academy. Also we need a pelican crossing there. Also we need to slow traffic down coming in from Maidens Rd coming into town.
- A.203 We need a cycle path between Maybole and Maidens and all around Maybole. Many cyclists believe the path on the A77 is only for pedestrians - very dangerous! This questionnaire is a waste of public money. Create a proper cycle network!
- A.204 When emergency services have to come through the town they are always held up due to the amount of traffic and congestion. This could lead to lives lost.
- A.205 When I walk in the High St I fear for the safety of elderly, young mothers with prams and children. I have seen several near incidents that could have resulted in serious injury or death. HGVs miss people by only inches with their mirrors or bodywork overhang. The road is just too narrow for them, the footpaths are not safe. The main problem in Maybole is that the High St is far too narrow to cope with today's traffic,

some of the container trucks are huge! The wheels are within inches of the footpaths when they have to pass in the opposite directions, many of the drivers do not seem to realise or even care that their mirrors, bodywork overhang and sometimes the load actually encroaches on to the footpath many also use excess speed. Whilst a bypass is the obvious answer this will take considerable time. Therefore, I would like to make 2 suggestions for short term measures which could improve safety at reasonable cost. 1. Install safety railings down both sides of the High St starting at the bottom of the hill by the castle up to the garage above school vennel and on the other side, starting at the town hall down to Daily Bake (where the road widens). 2. Provide an additional crossing from School Vennel to the town hall.

- A.206 When I'm waiting to cross the street at the crossing I always wait till the heavy traffic passes before I press the button. The traffic is unbelievable. They had plans for a bypass before the second world war but of course that was cancelled. I am terrified I'll take a dizzy turn and end up in the road.
- A.207 When my father was a policeman here they were talking about a definite bypass then 20 years ago, think how many lives could have been saved and accidents if they had done it. Don't wait another 20years for more accidents
- A.208 When I come back and forth from uni I come by train as it is more convenient and I don't feel safe on the roads anyway. Why can't a second track be laid and upgrade the line. This would be environmentally friendly. Also you could then put the lorries and heavy vehicles on at Stranraer or penalise them if they use the roads like they do in the rest of Europe. When you go abroad you realise how backwards our infrastructure is
- A.209 Why Maybole needs this survey is beyond me, If you wish to understand the traffic problem, just stand or try to cross the High St at almost any time on any day of the week. Thank you.
- A.210 You could make Maybole High St one way and pedestrian friendly just like Ayr and Girvan so that our countryside isn't being wasted and destroyed by roads
- A.211 You might like to turn your attention to pavements all over the town blocked by parked cars, which I feel is just as dangerous. Surely cars should be parked on the road or in a car park or drive NOT on the pavement.