Appendix B - List of Problems
<table>
<thead>
<tr>
<th>Ref</th>
<th>Problem</th>
<th>Consultee</th>
<th>Comment (Mouchel Parkman)</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>General congestion at Townend Street / New Street junction especially southbound pm peak queuing back beyond railway bridge.</td>
<td>• Strathclyde Police&lt;br&gt;• Stagecoach&lt;br&gt;• NAC Safety Rep&lt;br&gt;• Dalry Councillor&lt;br&gt;• A737 Route Mgr&lt;br&gt;• NAC Roads&lt;br&gt;• Garnock East Councillor&lt;br&gt;• DSM Chemicals&lt;br&gt;• Fire Brigade</td>
<td>• AM northbound peak alleged but unable to be confirmed.&lt;br&gt;• Affects local bus services to/from Blair Road &amp; Railway Station. Stagecoach has only one pm peak bus using the A737 north of Dalry.&lt;br&gt;• Congestion said to impact on local businesses&lt;br&gt;• Weekend congestion during summer with beach goers&lt;br&gt;• Approx 90% of DSM 500 (current) workforce arrive by car, but no particular impact because of 24hr and split shift working routine. Large percentage of employees from Kilwinning/Irvine.&lt;br&gt;• Fire Brigade report occasions when Fire Tender has difficulty threading through A737 traffic if responding to incident in town.</td>
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<td>2</td>
<td>Congestion aggravated by parking on all three legs of junction</td>
<td>• Strathclyde Police</td>
<td>• Main problem reported to be at on all three legs of the traffic light junction.&lt;br&gt;• Townend/Roche Way junction where on-street parking opposite Roche Way is permitted is also a problem. NAC Roads have suggested possible day-time parking restrictions.</td>
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<td>3</td>
<td>Regular strikes on railway bridge and congestion caused by high sided vehicles missing divert route and having to U-turn.</td>
<td>• Strathclyde Police&lt;br&gt;• A737 Route Mgr</td>
<td>• Strike rate still to be quantified (report awaited from Network Rail)&lt;br&gt;• Advance signing is uses wrong symbol. Second sign for Northbound traffic poorly located.</td>
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<td>4</td>
<td>Anticipated problem of increased traffic flow on Saltcoats road once the 3-Towns bypass opened. (Perceived)</td>
<td>• Strathclyde Police&lt;br&gt;• NAC Roads</td>
<td>• Before and after figures from 3-Towns bypass received from SE. Traffic flows already in excess of projected. Currently this road attracts approximately 30% of south bound traffic leaving Dalry.&lt;br&gt;• NAC confirm intent to upgrade the road to “B” classification, and to carry essential improvements including single flow traffic lights at Lyn Bridge over the Caaf Water and shell grip to the surfacing on the downhill section to the south west where there is an accident cluster.&lt;br&gt;• Existing junction with the A737 at southern limit of Dalry has a physical island for right turning traffic and could be expected to cope with a moderate increase in</td>
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<td>6</td>
<td>Right turning buses from New Street into Townhead – very short lane.</td>
<td>Stagecoach</td>
<td>flows</td>
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<td>No need to take further in this study since NAC committed to essential upgrade.</td>
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<td>7</td>
<td>Use of minor C Road from Highfield to Kilwinning as a by-pass of Dalry. (Perceived)</td>
<td>Stagecoach</td>
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<td>At peak hours this movement relies on the good nature of A737 Southbound traffic to gain exit.</td>
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<td>8</td>
<td>General Congestion along New Street from Traffic lights to Dalry Cross.</td>
<td>Dalry Councillor</td>
<td>Strong concern about delivery vehicles to retail units and conflict with parked cars, bus stops and through traffic, and members of the public generally.</td>
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<td>NAC Safety Rep</td>
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<td></td>
<td></td>
<td>All shopkeepers</td>
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<td>NAC Roads</td>
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<td>DC thought there had been a proposal to provide a rear access for deliveries to the south side of New Street. The potential for rear delivery was then examined and found to be impractical – this agreed by NAC Roads.</td>
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<tr>
<td>9</td>
<td>Pedestrian crossing A737 during peak hours</td>
<td>Dalry Councillor</td>
<td>Only one controlled crossing (at New Street/ Townend Street junction).</td>
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<td>NAC School Patrol</td>
<td>Perceived need for crossing to serve the housing to east of Townend Street which has high proportion of elderly residents. Possible location would be at south extent of Merksworth Avenue junction which would align with footpath on west side to Health Centre etc. May need p V^2 survey to prove.</td>
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<td>10</td>
<td>Run down state of car parking behind shops on North side of New Street.</td>
<td>Dalry Councillor</td>
<td>Parking for 35-40 cars available, but area is not particularly well kept and is close to unused light industrial etc units. Parking could be better signed. Also pedestrian route to shops not signed. Only public route to shops is narrow and has steps and is not suitable for disabled access.</td>
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<td>DC recognised this as something that he would follow up on.</td>
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<td>NAC Roads had previously attempted to gain agreement for disabled access past side of Mason’s Lodge, but permission refused.</td>
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<td>11</td>
<td>Not used</td>
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| 12  | Overspill from Railway P&R car park obstructing access to Fire Station | Dalry Councillor | Various spot surveys have determined that the car park is often full with a number cars parked on the Bridgend Lane.  
This not reported as a problem by Police. Nor is a problem at present according to Strathclyde Fire Brigade, NAC Roads or SPT |
| 13  | **Perceived** inadequacy of A737 through Dalry to cope with potential increase in road freight should the Hunterston Port development proceed. | Leader of Council | Possible split of freight is 50%:35%:15% (tranship:rail:road) but no confirmed requirement to comply with.  
Without any clear guidance on the likelihood of the Port re-development coming to fruition, and without any clear guidance on the likely volume of road freight, it is impossible to make any robust commentary on the likely impact on the A737 through Dalry. Full consideration of this issue would require a wider ranging study to consider the transportation demands on the network as a whole. This problem is therefore deemed beyond the scope of this study and is not considered further. |
| 14  | Carsehead Bridge over River Garnock (to north of Dalry) is relatively narrow and long/wide loads need to wait for a gap in the on-coming traffic causing delays. | A737 Route Mgr, Garnock East Councillor |  |
| 15  | Limited scope of Study – should be corridor study for this strategic route. | Scottish Enterprise Ayrshire | Client subsequently confirmed that the original scope should be maintained for the present.  
This problem is therefore deemed beyond the scope of this study and is not considered further |
| 16  | Unreliable journey times on A737. | Ayrshire Joint Structure Team | Particular importance on reliable journey times for airport connections (both Glasgow and Prestwick)  
Traffic flow through Dalry does seem abnormally sensitive to any road-works, inappropriate parking or breakdown/accident. |
| 17  | Environmental damage due to high traffic volumes (**Perceived**) | Ayrshire Joint Structure Team, MSP | Both consultees expressed concern at perceived high CO₂ levels  
MSP expressed wider environmental concerns – air quality, noise and light  
1999 data provided by shows significant noise levels at that time. No CO₂ data |
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<td>18</td>
<td>Community Severance exacerbated by high volume of traffic on A737 through Dalry – impacts on economic viability.</td>
<td>Ayrshire Joint Structure Team, MSP</td>
<td>Economic and community severance arising from present level of traffic movements along A737 through Dalry.</td>
</tr>
<tr>
<td>19</td>
<td>Considerable discontent with delivery problems caused by congestion along New Street.</td>
<td>Shopkeepers various, NAC Roads</td>
<td>Duplicate of (8)</td>
</tr>
<tr>
<td>20</td>
<td>Delivery vehicles parking on footpath to unload – danger to pedestrians and other road users.</td>
<td>Shopkeepers various</td>
<td></td>
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<td>21</td>
<td>Traffic speed around schools</td>
<td>NAC Roads</td>
<td>Part time 20mph to be advertised shortly for Sharon Street, Vennel Street and Roche Way. Effectiveness to be monitored and augmented by traffic calming if necessary. Already committed proposals – disregard.</td>
</tr>
<tr>
<td>22</td>
<td>Inappropriate use of Vennel Street (to avoid Roche way / Townend Street junction). Also perceived inappropriate speed.</td>
<td>NAC Roads, Dalry Councillor, MSP</td>
<td>Covered by part time 20mph as above. Need for traffic management to be monitored. NAC Roads confirmed that Vennel Street had been tested and found to be low priority. Already being actioned by NAC Roads (part-time 20’s). Disregard.</td>
</tr>
<tr>
<td>23</td>
<td>High Level of southbound traffic through Dalry Cross.</td>
<td>NAC Roads</td>
<td>Thought to be used in preference to using Roche Way where there can be delays exiting onto Townend Street.</td>
</tr>
<tr>
<td>24</td>
<td>Narrow width of North Street</td>
<td>NAC Roads</td>
<td>Problem if two HGVs meet – pedestrian risk? Could only be resolved by introduction of one way system with adverse effect on Traffic Lights. Not rated highly by NAC. Disregard.</td>
</tr>
<tr>
<td>25</td>
<td>Illegal parking on Main Street and difficult junction with North Street</td>
<td>NAC Roads</td>
<td>NAC Roads have previously proposed one way restriction (either way). Regular long term illegal parking noted – no enforcement visible.</td>
</tr>
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- Since all options will be assessed against the Government’s five Objectives which includes various environmental sub-objectives, there is no need to take this forward.
- NO₂ recorded levels are satisfactory.
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| 26  | Unclear route to west. James Street is the classified route, but heavy use of Sharon Street. | • NAC Roads                    | • NAC Roads have mind to introduce a one way circuit eg west bound along James Street and east along Sharon Street.  
• NAC Roads problem – Disregard.                                                                                       |
| 27  | Functionality of Roche Way / Townend Street junction | • NAC Roads                    | • NAC Roads have previously considered mini-roundabout or Traffic Lights to improve control of traffic flow on A737.                                                                                                     |
| 28  | Functionality of Vennel Street / Townend Street junction | • NAC Roads                    | • NAC Roads have previously considered mini-roundabout or Traffic Lights to improve control of traffic flow on A737.  
• No specific capacity problems identified at either junction - disregard.                                                   |
| 29  | Parking on Townend Street east kerb-line in vicinity of Roche Way Junction | • NAC Roads                    | Duplicate of (2)                                                                                                                                                                                                             |
| 30  | Parking on New Street between Lights and the Cross | • NAC Roads                    | Duplicate of (8)                                                                                                                                                                                                             |
| 31  | Flooding on A737 at Railway Bridge           | • Garnock East Councillor       | • Being actioned by AMEY in next 2-3 months - Disregard                                                                                                                                                                     |
| 32  | Problem exiting from Bridgend onto New Street at peak hours. | • Garnock East Councillor       | • During multiple am and pm peak inspections no problems or queuing has been observed. Consider as perceived problem – disregard.                                                                                             |
| 33  | Construction HG Vehicles using minor road from Highfield then through Blair causing nuisance to residents. | • Garnock East Councillor       | • During multiple am and pm peak inspections no instances of this was observed. Consider as perceived problem – disregard.                                                                                             |
| 34  | Pulp Mill traffic from North to mill south of Irvine unable to pass below railway bridge and divert onto B777 at Beith and then A736 to Kilwinning etc. | • Garnock East Councillor       | • Would only be resolved by introduction of bypass.                                                                                                                                                                         |
| 35  | Poor layout of minor junctions with A737 at Highfield. | • Garnock East Councillor       | • Suggested new signage.  
• Outwith this study – bring to attention of Amey and disregard.                                                                                                    |
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| 36  | Poor transport links make it difficult to either maintain existing, or attract new, professionals into the area. *(Perceived)* | • MSP | • Significant north-south commuting along A737 and through Dalry possibly resulting from limited employment opportunity in town.  
• Limited employment opportunity locally results in high percentage having to commute to work and therefore being obliged to deal with the congestion as well as adding to it. |
| 37  | Greater risk to road safety because of high traffic volumes. *(Perceived)* | • MSP | • Accident awaited to be able to substantiate problem or otherwise. Since all options will be assessed against the Government’s five Objectives which includes safety, there is no need to take this forward. |
| 38  | Congestion makes area unattractive to inward investment needed to counter high unemployment. *(Perceived)* | • MSP | • Little development opportunity apparent in Dalry at present |
| 39  | Low railway bridge is forcing significant finished product HGVs from DSM up B780 and through Kilbirnie | • DSM Planner | • DSM noted that most bulk deliveries made via the Swinley Rail siding, but rail freight costs reported as uncertain and may push deliveries onto road.  
• Equally, most finished product is removed by road. |
| 40  | High Unemployment in Dalry – contributory effect of poor transport links. *(Perceived)* | a. MSP | • Latest figures show Dalry to have an unemployment level of 4.7% of the resident working age population which ranks it as 15th in North Ayrshire (North Ayrshire = 4.4% and Scotland = 2.9%)  
• Dalry forms part of the North Ayrshire SIP  
• DSM Nutritional Products will be shedding 200 employees over the next 18 months. It is not yet known what percentage will come from Dalry. |