

## **Appendix J - Notes from Public Meeting**

Questions and Responses from the Public Meeting

held at Dalry Community Centre on 13 September 2005

Ref	Question / Comment	Response
1	The consultation period for the project was inadequate, how can you expect to get a response in 2 days?	Acknowledged to be less than ideal – this related to the business survey and formed only part of the overall consultation process. Confirmed that further response still welcome.
2	Do you think that all consultations can be completed by October 2005? - there appears to be large sections of the community that have been missed out?	At this stage in the process consultation with key stakeholders is appropriate (included Councillors, Community Council, MSPs, North Ayrshire Council, Enterprise Ayrshire, Ayrshire Joint Structure team, Strathclyde Police etc.) This meeting has been called to respond to local concerns. The October 2005 completion date is still considered achievable (extended by 2weeks, see item 25 below).
3	It was mentioned that one of the options was to relocate bus stops to Roche Way next to St. Palladius Primary School. As the lollipop lady I am concerned about the safety of school pupils and the intended use of the existing lay-by outside the school. This is already congested with buses for the school and also buses dropping off and collecting for the local secondary schools. There is no available space in this area to safely introduce a bus stop for service buses.	There would have to be a detailed examination and possibly review of crossing points to ensure that the safety of school children is not eroded.
4	As part of the study do you know the exact number of vehicles entering Dalry from all approaches, not simply the A737?  The low railway bridge to the north of the town has not been mentioned, has this been considered as part of the study as it is constantly being hit?	Detailed Traffic counts have been undertaken within the town to gauge traffic flows. These have been assessed against historical data.  The team is aware of the low bridge constraint to high sided vehicles, and has taken account of this in the traffic modelling.
5	Improvement options were mentioned around the areas of the railway station, but surely the infrequency of train services needs to be looked into.  There is little point into looking at options for the township, all the focus should be on developing the by-pass.	This aspect is outwith the scope of this Study (see section 2.3 of Report).  The scope of the study required the team to identify and assess Short, Medium and Long Term options. The by-pass cannot be made available in the Short Term.
6	The low bridge to the north of the town currently restricts HGVs, how would your proposals at New Street cope with 2-way movements of HGVs at this tight turn? – same issues apply for tipper trucks that run through the township.	Acknowledged that it is a very tight alignment and aim is to utilise the available space. At the time of the meeting options were still being explored on how to make the most effective use of the area to assist traffic movements. Subsequent to the meeting, after completion of the analyses, it was determined that a safe working arrangement could not be made to work within the available land and that the only option to improve the junction required demolition of No.43 New Street and the flatted accommodation above. This matter was addressed to the key stakeholders during September 2005.

Ref	Question / Comment	Response
6 ctd	<p>Why not expand the car parking at the back of St Margaret's Church as it is always overflowing?</p> <p>What is the point in promoting cycling when there is a general lack of interest and is in decline?</p>	<p>No concern regarding the size of the car park was raised during the consultation process. Subsequent discussion with North Ayrshire Council confirmed that they will look into this in due course, but no commitment can be made at this stage.</p> <p>Local and national planning policies seek to encourage the frequency of walking and cycling.</p>
7	Is there a junction on the proposed by-pass intended to join at Blair Road?	There is currently no junction intended with Blair Road on the proposed by-pass.
8	Could you not pedestrianise the New Street and Main Street areas of the town?	The need to provide access to Courthill Street, the constraint imposed by the narrowing of North Street, and the need to service the shops in Main Street and New Street West mean that pedestrianisation is not an option.
9	<p>The parking at Kirk Close should be improved together with other parking areas throughout the town.</p> <p>Courthill Street should be considered as an option to by-pass the town centre.</p> <p>The by-pass would be ineffective as a lot of traffic commuting locally to areas such as West Kilbride and Ardrossan would still require to pass through the township.</p> <p>The by-pass would only be effective for commuters to and from Irvine and Kilwinning.</p>	<p>No concern regarding the size of the car park behind the Church was raised during the consultation process. The various areas behind the Library each have problems with ownership and lack of pedestrian access to New Street. Subsequent discussion with North Ayrshire Council confirmed that they will look into the car parking issues in due course, but no commitment can be made at this stage.</p> <p>Courthill street is not suitable to carry general through traffic and was closed after extensive campaigns. This assessment has been supported by North Ayrshire Council.</p> <p>If and when the by-pass is opened it will be up to the Scottish Executive and the A737 Route Manager to agree the routing for West Kilbride and Ardrossan. The modelling as part of this study has assumed that this traffic will still pass through Dalry.</p> <p>It is expected that the traffic using the B714 (old C4) will prefer to use the new bypass rather than passing through Dalry.</p>
10	As Head Teacher at St. Palladius Primary School I am aware of how busy Roche Way is as the area is constantly congested with the school buses – often double parking. The road has also become busier as the result of the wind farm and construction vehicles involved in the new primary school.	Noted
11	The car park at Smith Street is not used and is always empty.	Further discussion confirmed that there is a general concern of lack of security in the area. The access via Smith Street onto New Street makes it difficult to exit during peak hours.

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		This is not a matter for STAG – it is a matter for the Council.
12	<p>If the concept of the by-pass was developed in the 1980s, surely now that traffic numbers have increased there is an even greater justification for it to go ahead.</p> <p>There is little point in developing healthy options such as cycling, the health conscious option would be to take traffic out of the town and introduce a by-pass.</p>	<p>We are not aware of the criteria used in the 1980s, we are assessing the by-pass against current standards.</p> <p>If there are options which could lead to increased walking and cycling then we need to consider them.</p>
13	How can you expect the consultation stage to be complete by October 05, when the traffic flows you have used are wrong as they did not allow for the 3 towns by-pass.	<p>There is not expected to be any significant change in the total volume of traffic entering or leaving Dalry to the south. There may well be a percentage of vehicles which have switched from the A737 to the B714, but total volume of traffic is expected to remain the same.</p> <p>Before and after traffic data is being compiled by North Ayrshire Council.</p>
14	The car parking facility at Smith Street is ideally situated for serving the town, but is in a dilapidated state.	Statement – see (11) above.
15	On previous proposals for a Dalry by-pass it was intended to extend to the north west of the township, why has this now been removed from the plans and no longer being considered?	The primary concern of the study has focused on the north –south traffic movement on the A737, and the by-pass route considered has been chosen accordingly.
16	The proposed by-pass should allow for a junction with Blair Road as this is the main route followed by HGVs into the town.	At this stage it is not considered appropriate to include a junction with Blair Road and we would not seek to encourage HGV use on Blair Road. High Sided HGVs for Dalry from the north can be expected to be advised to use the by-pass to enter Dalry from the south.
17	The proposed by-pass is the only realistic option for Dalry, but it needs to be fine tuned.	Noted – the work to date as part of this study has only carried out a preliminary design for the by-pass. If implementation of the by-pass is agreed then the design will be, as a matter of course, subject to a rigorous design and assessment process.
18	When would funding for the by-pass become available?	Unable to indicate a timescale at this stage. Very early in the overall process and subject to further consultation.
19	<p>The car parking at Smith Street together with the approach roads and exit is in a terrible state.</p> <p>Dalry has a great community spirit and the impact of pedestrianisation of the town centre area would destroy the community.</p>	<p>See (11) above.</p> <p>Noted</p>
20	What would the impact of new traffic lights have on vehicles travelling along Roche Way?	Traffic modelling of the area shows that the introduction of the new traffic signals at the Roche Way/Townend Street junction would be essential to maximise the throughput of

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		traffic.
21	The low bridge to the north of the town is constantly being hit despite advance warning signs. How would this be addressed in the short term?	This is a matter for the Route Managers. If the frequency of bridge strike becomes too high then they will probably seek to improve the advance warning signs.
22	Is it not possible to impose a weight restriction to local roads to prevent use by HGVs and tippers?	It is possible to erect signs advising of restrictions but it can be very difficult to enforce.
23	Do the traffic figures for the one-way system improve the overall network and does it consider safety issues around the schools?	The proposed one-way system has been modelled in detail, and the results confirm that there is improvement both to journey times on the A737 and to trips on local roads through Dalry. The locations of the schools have been taken account of as well as the introduction of part-time 20mph speed restrictions.
24	The introduction of a by-pass at Dalry will only result in more vehicle accidents on the A737 between Dalry and Beith.	Statement
25	<p>[Councillor Reid] It is clear that there are strong views and comments regarding this study and the people of Dalry should be given the opportunity to be consulted to express their views.</p> <p>[Councillor Reid volunteered to collate comments and views at his surgery next Wednesday and forward them onto Mouchel Parkman]</p> <p>[Hugh Gillies (SE) agreed that, if necessary, an extension of 10 days would be permitted to incorporate any additional views and opinions on the study]</p>	<p>Statement</p> <p>Programme extended by 2 weeks to allow for responses.</p>
26	There have been significant developments such as the container terminal and Adrossan marina on the Clyde coast which have significantly influenced traffic volumes on the A737. Have these been considered as part of the study?	This scope of this study is to examine the transport related problems in and around Dalry. Route corridor issues have therefore not been considered.
27	The existing controlled pedestrian crossing at Roche Way poses a safety hazard to children when more than 5 No. cars are queuing. Surely the introduction of an additional traffic signal would aggravate this problem?	Traffic modelling of the area shows that the introduction of the new traffic signals has no detrimental impact on traffic flows.
28	Are the exact traffic flows known during peak periods for vehicles queuing at New Street between 16:30 and 18:15. As a resident in	A detailed traffic survey was undertaken from 7am to 7pm during a Thursday in October 2004. This was supported by various peak hour travel checks including the Friday pm

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	this area I have noted that on a typical Friday, there can be as many as 250 vehicles queuing southbound at the traffic signals. This often results in traffic taking a short cut via the C class road.	peak hour.
29	No consideration has been given to Vennel Street, traffic lights were promised last year but nothing has materialised.	The traffic modelling does not show any problem at the Vennel Street/A737 junction that would merit the introduction of traffic lights.
30	A possible short term solution would be for Garnock Street to be opened up as a through route, as it is currently blocked off.	We have reviewed this possibility and consider that it would be inappropriate to re-route trunk road traffic along Garnock Street. This view has been supported by North Ayrshire Council Roads Services.
31	The local villages surrounding Dalry are crumbling with the increased traffic volumes; the proposed by-pass option is desperately needed.	Statement
32	A proposal was tabled by Dalry Business Group outlining improvement measures for the car parking at Kirk Close and Smith Street. [Mouchel Parkman and North Ayrshire Council received copies]	<p>We have reviewed the proposal prepared and presented by the Dalry Business Club. The car park at Kirk Close could possibly be extended, but it would not be acceptable to form an exit onto Roche Way (because of proximity to other junctions, and possibly due to the potential gradient) nor to make provision for buses because of the restrictions of the access routes.</p> <p>There are land ownership issues and pedestrian access problems (to New Street) with the sites behind the Library. The scheme involving housing could overcome the ownership problem, but a suitable pedestrian access to New Street would still have to be found - we believe that a previous application to form a pedestrian access past the hall at No.14 New Street was denied by the owners.</p> <p>Whilst extension of the car parking is not a matter for STAG, North Ayrshire Council has confirmed that this is a matter that they will look into in due course although no commitment can be given at this time.</p>
33	If the proposed by-pass option was approved, what would be the likely timescale?	Unable to indicate a timescale at this stage.
34	As part of the study are you aware of the 20mph zone in place on Roche way and did this have any impact on the study?	The team are aware of part-time 20mph zones operating outside schools.
35	What instigated the study to recommence on the by-pass?	The study was announced by the Minister for Transport in June 2004 following a meeting with North Ayrshire Council.
36	How far does the study extend on the A737 and does it include consideration of access to local properties?	The STAG Appraisal covers only the section of the A737 from Hillend Farm to a point just north of Highfield. Local access to properties will be a matter for close examination at a later stage if the scheme receives approval.
37	Impacts of pollution have not been mentioned so far, has this been	The STAG Appraisal includes assessment of environmental issues.

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	considered at any point in the STAG study?	
38	Traffic flows and congestion are already major problems in Dalry, surely by the time any options are developed they would be ineffective as traffic volumes would have increased further.	All options are assessed to take account of estimated future traffic growth.
39	Can you advise which option was missed out on the earlier presentation?	Option 7 and 8 missed out – School Green Travel Plans and Improved connectivity of Bus/Train Services.
40	If the A737 is a trunk road and the responsibility of the Scottish Executive, why are the improvements to the A737 at the Den being funded through North Ayrshire Council?	No connection with STAG Appraisal - North Ayrshire Council addressed question at end of meeting.