

4 Option Generation, Sifting and Development

4.1 Option Generation and Sifting Summary

The study team both independently, and through a team workshop, has generated a variety of options to address the problems, constraints, uncertainties and opportunities identified in Section 3 of this Report.

The accepted options to be taken forward for consideration are summarised in Table 4.1 on the following page.

4.2 The Process

The starting point for option generation was outcome of the analysis and review of the identified problems, constraints, uncertainties and opportunities.

It was also deemed both sensible and appropriate to include all the elements suggested in the North Ayrshire Council letter to the Scottish Executive dated 11 October 2002 which described possible options for improving the traffic management in Dalry.

The requirement to provide options to satisfy:

- a. the Objectives and,
- b. the Short, Medium and Long term horizons

were kept in mind at all times. Initial options were tabled and discussed at length during a team workshop; this process provided the initial sifting and also generated new options for development.

The option generating and sifting process was essentially an iterative or cyclical process (as described in the STAG manual). The more detailed review of the problems as described in Chapter 3 of this report resulted in a number of the options being discarded, and previously discarded options being re-introduced.

At all times the practicality and the likely operational benefit of the options was kept in mind.

Table 4.1 : A737 Dalry STAG Appraisal – Accepted Options only

OPTIONS		
Ref	Description	Source
TRAFFIC MANAGEMENT ETC SOLUTIONS		
A1	Review signal timings on existing Traffic Lights at New Street / Townend Street junction to improve traffic flows.	NAC letter 11th Oct 02
A2	Modify main New Street / Townend Street and A737/Roche Way junctions to improve traffic flows.	NAC letter 11th Oct 02
A3	Car Parking, deliveries and bus stops: a. Review/Revise waiting restrictions on A737 near junctions and on non-trunk roads, and enforce. b. Review and improve where necessary off-street car park accesses and signage. c. Additional signage, bollards and guardrails around town centre d. Regularise shop deliveries to reduce conflict with other users of the network. e. Relocate bus-halts from Dalry Cross to more convenient location	NAC letter 11th Oct 02
A4	Introduction of one way traffic operation along North Street and New Street West and possible one-way traffic operation in Main Street and review operation of Courthill Street and Aitken Street.	NAC letter 11th Oct 02
A5	Improve signing of High Sided Vehicle divert route and / or high load sensor	MP
A6	Introduce an A737 by-pass to east of Dalry from Highfield to Monk Castle.	Historic
PEDESTRIAN AND CYCLIST SOLUTIONS		
A7	Introduce pedestrian crossing on A737 from Merksworth Ave / Lynn Ave area for largely elderly residents to Health Centre on west side of A737	MP
A8	Improve footpath/cycle way south west from Railway Station to A737, and provision of cycle racks / secure storage in Town Centre and Railway Station	MP
A9	Preparation and implementation of school travel plans with view to reducing car borne pupils.	MP
PUBLIC TRANSPORT SOLUTIONS		
A10	Improve bus services from town centre to Train Station to ensure reasonable connectivity with train services.	MP

Note: NAC – North Ayrshire Council
MP – Mouchel Parkman

4.3 The Accepted Options

A brief description of the options is provided below.

4.3.1 Option A1 – Review signal timings on existing Traffic Lights

The timings of the signals at the New Street/Townend Street junction will be reviewed and modelled to reduce where possible the south bound delays without significant adverse effect on the road network elsewhere in Dalry.

4.3.2 Option A2 – Modification of Existing A737 junctions with New Street and Roche Way

This option would look primarily at the potential to revise the layout of the signalised junction to improve the flow of traffic on the A737 through Dalry. It would also consider reconfiguration of the Townend Street / Roche Way junction to minimise the potential for conflict with the functionality of the New Street/Townend Street junction.

4.3.3 Option A3 – Review of Car parking and shop deliveries etc

This option would include a full appraisal of the on and off-street car parking, parking restrictions, shop deliveries and bus stops, with a view to improving the current congestion in the Town Centre. It would also seek to introduce measures to address the current low priority given to parking enforcement.

4.3.4 Option A4 – Traffic Management Measures

This option would include a review of the traffic flow pattern through the Town Centre and seek to introduce one-way traffic flow operation to reduce congestion generally. It will include consideration introducing one way operation in North Street/New Street West and Main Street, and would review the impact and need for other measures in Courthill Street and Aitken Street.

4.3.5 Option A5 – Improve signing of High Vehicle Divert Route

This option would seek to reduce the number of strikes on the bridge by improving signage and possible introduction of high load sensors.

4.3.6 Option A6 – Introduce by-pass to east of Dalry

This option allows for the construction of a by-pass to the east of Dalry between the A737 at Highfield and the A737 near Monk Castle. Assessment would be based on the earlier preliminary design by North Ayrshire Council.

4.3.7 Option A7 – Pedestrian Crossing on A737

This option would seek to provide an additional safe and controlled crossing point on the A737 for pedestrians from the Merksworth Avenue / Lynn Avenue area of Dalry.

4.3.8 Option A8 – Improve Footpath/Cycle way from Railway Station etc

This option would consider the improvement of the existing path leading south west from the Railway Station to the south end of Dalry. It would also consider the provision of cycle racks and/or secure cycle storage facilities at the Railway Station and the Town Centre.

4.3.9 [Option A9 – School Travel Plans](#)

This option would seek to progress the preparation and introduction of school travel plans with a view to reducing the number of car borne pupils to/from school.

4.3.10 [Option A10 – Improve bus services from Town Centre to Train Station](#)

This option would seek to introduce measures, following discussion with the bus operators, to improve the connectivity with Train Services.