

THE A77 TRUNK ROAD THROUGH MAYBOLE



South Ayrshire Council's Proposals

March 2005

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South Ayrshire Council 100020765, 2005.

EXECUTIVE SUMMARY

The A77 through Maybole High Street carries traffic flows of up to 13000 vehicles a day. The street itself is particularly unsuited for this level of traffic being narrow and having narrow footways. This is particularly evident when heavy traffic from the ferries passes through.

The A77 through Maybole is the link from southern Ayrshire, Stranraer and Ireland to Glasgow International Airport and Glasgow Prestwick International Airport.

It is considered that the current A77 between Ayr and Stranraer is not of the appropriate standard. It fails to reach this standard on the grounds of safety, contribution to the economy of South Ayrshire and contribution to the effectiveness of the ferry links between Scotland and Ireland.

South Ayrshire Council considers that the provision of an A77 Maybole Bypass would be a vital part of the necessary improvements to the A77, and would be a vital contribution to the future of the North Channel Link to both Northern Ireland and the Republic of Ireland.

South Ayrshire Council also considers that the provision of an A77 Maybole Bypass would address many issues relating to the health, safety and environment for the Maybole Community.

A Maybole Bypass would bypass the town, bypass Smithston Bridge and provide the two overtaking opportunities identified as a requirement by the Route Action Plan.

The Transport Minister Nicol Stephen visited Maybole on the 8th December 2003 and announced funding for an initial study to look at the option of a Maybole Bypass on the A77 trunk road.

South Ayrshire Council welcome this announcement which is seen as a positive move to improve safety and congestion in Maybole, and improve access to and from the ferry terminals at Stranraer and Cairnryan.

This proposal is in accordance with the aspirations for Maybole outlined in the A77 GLASGOW TO STRANRAER - SOUTH AYRSHIRE COUNCIL ALTERNATIVE STRATEGY.

South Ayrshire Council considers that the provision of an A77 Maybole Bypass would be a vital contribution to the economy of South Ayrshire and Scotland.

South Ayrshire Council therefore urges the Scottish Executive to commit to a Maybole Bypass.

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1.0 INTRODUCTION

There are specific difficulties in the centre of Maybole partly due to the large numbers of Heavy Goods Vehicles using the road. The road is through a busy town centre shopping area.

The High Street is also part of the A77 and carries traffic flows of up to 13000 vehicles a day. The street itself is particularly unsuited for this level of traffic being narrow and having narrow footways. This is particularly evident when heavy traffic from the ferries passes through.

Local streets are a service that we all use. For decades, traffic priorities have been allowed to overwhelm Maybole. The main street has been left dirty and unsafe. Removing the heavy trunk traffic would allow the rebirth of the main street through Maybole as a vibrant street, which will help to revitalise the neighbourhood and reconnect people.

The main street in Maybole could be a place where the community chooses to spend time that would add to the sense of security and self-esteem, and provide identity and pride.

Or it can be a place of fear and tension – a place to avoid, or hurry along.

Or where the vulnerable are excluded.

With the inexorable rise of the trunk road traffic, and the sheer physical presence of the large heavy goods vehicles, the main street in Maybole has reached a point where it has little function other than as a traffic corridor. Sliding towards the characteristics of a street of fear. *People don't like it.*

The main street in Maybole was formed to reflect the needs of a time when the traffic was pedestrian, stagecoach and horse and cart. The width across the street no doubt seemed perfectly adequate at that time.

As car ownership has grown and goods vehicles have increased in size and number, the street layout has become increasingly inadequate. The street has become an increasingly vulnerable place to walk.



Living Streets www.livingstreets.org.uk would consider that the community has lost the balance of uses in their street to the right of the drivers to keep moving.

The main street has to be taken back from the grip of traffic and restored to its historical balance. Previous options examined included restricting the traffic to a single lane. This was considered to not be feasible due to the trunk traffic. Removal of that traffic would allow the community to reach a view on how the street should be adapted to better meet the needs of the community – not the needs of the trunk road traffic.

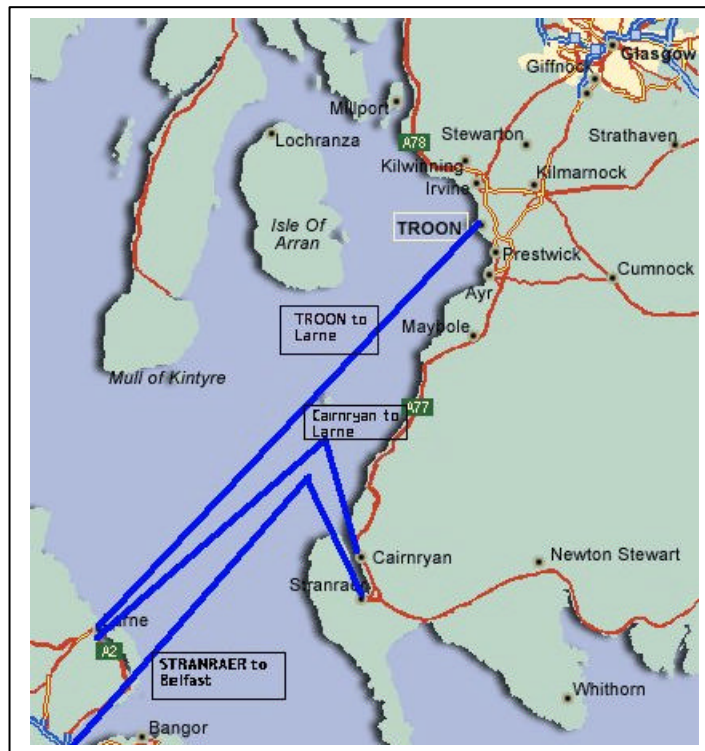
2.0 A77 GENERAL

The A77 is the main link from Glasgow to Ayrshire and the ports in Dumfries and Galloway.

The ports at Troon, Stranraer and Cairnryan are the 3 links from Scotland to Northern Ireland, and from there to the Republic of Ireland. The main ferry routes are shown below.

They currently comprise:-

- ~~///~~ Troon to Larne, a year round freight service and a seasonal car/passenger service
- ~~///~~ Cairnryan to Larne, a year round full service
- ~~///~~ Stranraer to Belfast, a year round full service



Main ferry routes to the Republic of Ireland

They require a considerable volume of traffic to travel the A77 to the short crossings at Stranraer and Cairnryan.

The A77 is the main artery to Ayrshire from Glasgow and the rest of Great Britain and benefits access to social, educational and employment opportunities for individuals and helps service the needs of business and commerce.

The A77 from Glasgow to Kilmarnock has been substantially improved by the construction of the M77 from the M8 to Newton Mearns.

The construction of the extension of the M77 to Kilmarnock and the Glasgow Southern Orbital is underway. The construction is planned to be completed in 2005.

When these works are completed, trunk road access to the port of Troon from Glasgow and the central belt will be motorway or dual carriageway.

The A77 south of Ayr is part of the Strategic Road Network as identified in the 1999 Ayrshire Structure Plan.

The other strategic routes to Ayrshire including the A76 trunk road, and the A70 and A71 are generally considered inadequate.

Improvement of the A77 is seen as fundamental not only for the economic and safety benefits offered to Ayrshire but also from a 'Scotland plc' perspective, enabling effective competition with counterparts further south in England and Wales.

Provision of an A77 Maybole Bypass is seen to be an essential part of the improvement of the A77.

3.0 SUPPORT FOR IMPROVEMENT

3.1 SOUTH AYRSHIRE COUNCIL BUSINESS PLAN 2002/3-5

The South Ayrshire Council Business Plan 2002/3-5, states "South Ayrshire Council's main purpose is to represent, protect and promote the interests of the people of South Ayrshire. Our main aims are to deliver high quality services which meet the needs of our customers, and to work in partnership with others to improve the quality of life of those who live and work in South Ayrshire."

It further states that in order to promote economic development, the Council will – "Finalise and adopt a Local Plan for South Ayrshire which maximises the opportunities for inward investment."

The Plan sets out proposals for the development of South Ayrshire over the next 7 years. The Plan's headlines include

"Upgrading of the A77 (South) including the Maybole Bypass".

3.2 THE WESTRANS JOINT TRANSPORT STRATEGY

The West of Scotland Transport Partnership, WESTRANS, is a joint committee of thirteen local roads authorities and Strathclyde Passenger Transport, (SPT) the passenger transport authority and executive for west central Scotland. The two bodies, with the support of the Glasgow and Clyde Valley and the Ayrshire structure plan teams, have produced a Joint Transport Strategy (JTS) to 2025 which sets out an integrated strategy for transport development and investment in the west of Scotland for the next twenty years.

The WESTRANS JTS includes:-

Objective 1 External Connections: Improve the economic competitiveness of the region by tackling capacity constraints, enhancing service reliability, and addressing congestion on the transport networks linking the region, and in particular Glasgow, as its economic hub, to its international and national networks.

Objective 6 Accessibility: Promote social inclusion through enhancing access to priority areas, job opportunities, healthcare and community facilities, and through the development of accessible and affordable public transport.

3.2.1 Strategic Issues

The strategic transport network of Western Scotland is defined by key economic locations, which form the urban centres upon which transport movement is focused. The JTS seeks to address the range of transportation issues in these urban centres and along the main corridors. The key issues relate to three strategic problems, including the growing level of congestion and unpredictability of journey time, which undermine the region's economic competitiveness, and which are caused by specific network capacity constraints.

Strategic issues providing the focus for the JTS include capacity constraints on the transport networks.

Road Constraints include sections of the A77.

Considering sea and water based travel, there is seen to be potential for developing ports and shipping services in the west of Scotland. Stranraer / Loch Ryan is the fifth largest port for passenger cars in the UK.

3.2.2 External and Internal Connections

The quality of access provided to external markets and to internal opportunities is critical.

Key priorities include:

- ~~SES~~ Air -Glasgow International Airport and Glasgow Prestwick Airport
- ~~SES~~ Rail -Glasgow-Stranraer rail corridor to the south-west and via Troon
- ~~SES~~ Road -A77/M77
- ~~SES~~ Sea -Loch Ryan (links to Northern Ireland and the Irish Republic) and Rosyth on the east coast

3.2.3 Transport Corridors

Western Scotland, with its economic focus on exports, lies at the hub of a series of major external and internal transport corridors. The Strategy, therefore, focuses on broad internal and external transport corridors, which serve the main centres of economic activity and population. In Ayrshire, the Economic Forum has agreed an economic development strategy entitled 'Ayrshire Scotland's Western Gateway'. It is seen as the basis through which Ayrshire will make a major contribution to the growth of both Scotland and its own communities. The JTS accommodates the core strategy, based on the development of growth corridors linked to the major external connections. This strategy develops from the earlier approved Joint Structure Plan which identified the need for a fundamental shift in transport investment if the problems of excess road traffic in smaller settlements along these roads, and capacity constraint on the rail are to be addressed.

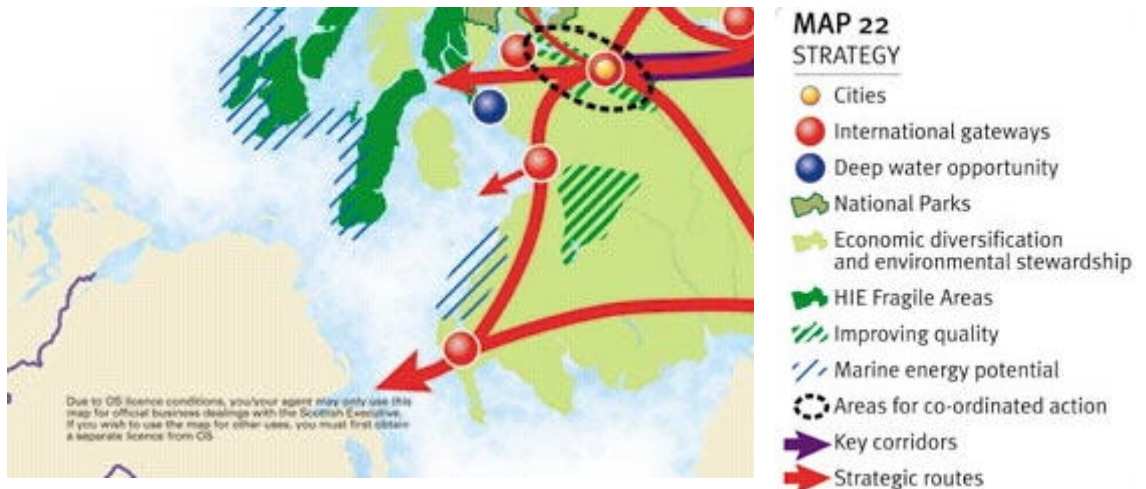
The provision of an A77 Maybole Bypass is in accordance with the strategy.

3.3 NATIONAL PLANNING FRAMEWORK FOR SCOTLAND

The National Planning Framework places considerable prominence on the need to improve accessibility to foster economic growth and social inclusion. With regard to Ayrshire, the NPF acknowledges the role Ayrshire plays as a gateway to west-central Scotland and beyond by its ports and international airport. Ayrshire is increasingly

being seen as a key link in the Ireland - Scotland - Europe link for freight traffic as Irish hauliers seek to avoid using the heavily congested English ports by utilising Rosyth. The A77 is specifically mentioned as a key road link in this chain. The NPF also outlines the need to improve accessibility between Ayrshire and the Central Belt to integrate the economy of Ayrshire more effectively with that of the Central Belt. The need to strengthen the strategic transport corridors between Ireland and the Continent is specifically mentioned and this would apply directly to improving the A77.

The National Planning Framework Strategy Map clearly indicates the significance of the A77 as shown in this extract –



The role of the gateway locations of GPIA, Hunterston, Troon and Ayr is fundamental to ensuring prosperity in Ayrshire. However, these locations cannot be considered in isolation from the surface access networks that serve them. As external linkages from Ayrshire are sub-standard this inhibits the ability to access external markets. In particular, links to markets south of the border are of an unacceptable calibre. It is widely acknowledged that the vast majority of freight will continue to be conveyed by road as the scope for modal shift to rail and sea is limited for the most part. A robust strategic road network that links the gateway locations to external markets is thus essential and improvements to the A77 would contribute to this end.

Strategic roads need to be of a sufficient standard to attract strategic traffic flows. Currently, the A77 south of Ayr could be considered to be unsuitable for this purpose. Undoubtedly the fact that the A77 is routed through Maybole creates problems associated with congestion and unreliable journey times for businesses and community severance, air and noise pollution for local residents. The removal of strategic traffic from the town centre would help alleviate these problems and encourage strategic traffic onto appropriate routes.

The provision of an A77 Maybole Bypass is in accordance with the NATIONAL PLANNING FRAMEWORK FOR SCOTLAND.

3.4 AYRSHIRE JOINT STRUCTURE PLAN

The Ayrshire Joint Structure Plan 1999 a framework for the 21st Century, was approved by Scottish Ministers 24th January 2000. The Plan highlights the importance of the following gateway infrastructure in Ayrshire in linking the west of Scotland and beyond to the wider economy:

- Glasgow Prestwick International Airport
- Ports of Ayr, Troon and Hunterston
- Stranraer/Cairnryan

3.4.1 Traffic and the Environment

Whilst recognising the need to reduce travel as part of the achievement of a balanced and integrated transport strategy, the Ayrshire Councils realise that there are still many settlements experiencing unacceptable levels of traffic. This is likely to detract from the competitiveness of shopping centres, to be a disincentive for passing traffic to stop and to detract from the living and working environment of the settlements concerned through high levels of noise and air pollution. Most of these settlements lie astride the strategic road network where the responsibility for funding lies with the Government.

The three Ayrshire Councils shall encourage the early construction of the following Scottish Executive Trunk Road Improvement Schemes:

✍ **A77 Maybole By-pass**

“Thriving...towns, villages and neighbourhoods are fundamental to quality of life. Strong economies, employment opportunities, good access to services and attractive and safe surroundings are vital for their sustainable development. We need to achieve these in ways which make good use of natural resources, protect the environment and promote social cohesion”.

(Sustainable Development- A Better Quality of Life)

The promotion and viability of communities within Ayrshire lies at the centre of Structure Plan policy. This requires to be achieved in a way that provides existing communities, particularly those suffering economic disadvantage, with enhanced access to employment opportunities and economic investment whilst safeguarding environmental qualities.

✍ **Traffic Volumes**

The costs on the community of road traffic through air pollution, accidents, noise and other factors are substantial. In Ayrshire these combined costs could exceed £400 million per annum. Reducing these costs through integrated action is a key priority of the local authorities in Ayrshire.

Traffic on the road network continues to grow at over 2% per annum

✍ **Road Investment**

The provision of a high quality, safe and reliable transport network is fundamental for industry. It is therefore important that both the local and trunk road network in Ayrshire is adequately maintained and improved to allow business travellers to reach their destinations as quickly and as safely as possible.

✍ **Pollution Levels**

Road transport is responsible for around 80% of all transport emissions and is the fastest growing source of UK emissions of carbon dioxide (CO₂) (*Travel Choices for Scotland 1998*). The UK has a domestic aim of reducing CO₂ emissions by 20% from their 1990 levels by 2010. Transport is estimated to make up 18% of all CO₂ emissions in Ayrshire, excluding the airport. The projected growth for transport related CO₂ emissions is in contrast to other sectors which are forecast to decline. It has been estimated that by 2010, transport related CO₂ emissions will increase by 17%. Carbon dioxide levels will increase considerably by 2010 if nothing is done to reverse current trends in traffic growth.

In the Ayrshire Joint Structure Plan 2025, Consultation Draft, it is noted that pivotal to the success of the Ayrshire economy are a number of key Gateway Locations.

These Gateway Locations are the main arrival and departure points for Ayrshire business, and have the potential to provide Scotland and the United Kingdom with considerable opportunity. Land use development supporting these gateways will be a key feature of the spatial development strategy and further transport infrastructure requirements to improve access to the gateways should be addressed as a priority.

The Gateway Locations are identified as:-

- ~~///~~ Glasgow Prestwick International Airport (GPIA),
- ~~///~~ Hunterston and
- ~~///~~ the ports of Ayr and Troon

In addition, although not within the Ayrshire boundaries, the port of Stranraer/Cairnryan and Glasgow Airport can be regarded as Gateway Locations in any future planning process because of their proximity to Ayrshire, their relationship to international and national transport systems and their close links with Ayrshire business and industry.

The development of a new port at Cairnryan has been approved. This will put further pressure on the single carriageway section of the A77 south of Ayr and, again, significant route development should continue.

The provision of an A77 Maybole Bypass is in accordance with the plan.

3.5 TRANSPORT SCOTLAND

The Executive's Transport (Scotland) Bill 2004 was introduced to the Scottish Parliament on 27th October 2004.

It proposes a number of measures including the creation of new regional transport partnerships.

Transport Minister Nicol Stephen said:

~~///~~ "This major shake up of transport in Scotland is urgently needed..."

~~///~~ "New regional transport partnerships will build on the good work of the existing voluntary partnerships and SPT..."

~~///~~ "They will have new powers to drive forward a new strategic, regional approach to tackling transport problems in their area. They will also have significant new resources to deliver both public transport and roads projects. "

A question posed at the Scottish Parliament, Local Government and Transport Committee of Tuesday 16 November 2004, on the Transport (Scotland) Bill: Stage 1 was -

"As far as trunk roads are concerned, should the regional partnerships have responsibility for prioritising in their strategies the improvement works that would be required for trunk roads in their areas to work properly?"

The response by a representative speaking on behalf of Society of Chief Officers of Transportation in Scotland was – *“I do not see how a regional partnership could come up with a transport strategy that did not address that issue.”*

The new regional partnership is expected to be based on Westrans, and would be expected to support an A77 Maybole Bypass.

3.6 NORTH CHANNEL PARTNERSHIP

The North Channel Partnership is a grouping of key public and commercial interests who want to develop the vital transport links between Southwest Scotland and Northern Ireland. The Partnership was established in November 1999.

The ferry ports at Loch Ryan are responsible for 1150 jobs in Lochryan and 2450 throughout Scotland. There are also 3800 tourist jobs in addition to these associated with the ferries in both Scotland and Northern Ireland.

The ferry companies have invested heavily in port facilities and vessels. Their perspective is that competition to the Stranraer ferries is intensifying due to substantial road improvements elsewhere. In Wales £800 million has been spent upgrading the A55 from Chester to Holyhead to dual carriageway standard. In Southern Ireland considerable expenditure has taken place on upgrading to dual carriageway standard the road from Dublin to Belfast, funded primarily from Europe.

In contrast, in the last 10 years there has been one overtaking scheme on the A75 (the Glen) and two on the A77 (Bennane and Turnberry).

Lack of investment on the A75 has meant that traffic is increasingly choosing to use Holyhead and Liverpool as departure points. The A77 is of strategic importance as a link between central Scotland and the ferry ports.

The NCP are pleased with the commitment to a substantial improvement to the A77.

The STAG announcement for Maybole Bypass is seen as a positive move to improve safety and congestion in Maybole, and improve access to and from the ferry terminals

The North Channel Partnership fully supports the proposals for a Maybole Bypass.

3.7 AYRSHIRE TIMBER TRANSPORT GROUP

The Galloway Forest is the largest commercial forest in Great Britain and production of timber will increase substantially in forthcoming years. Considerable work has been carried out by a partnership of all involved with the timber industry identifying routes to allow the economic extraction of the timber.

The Ayrshire Agreed Routes Map for Timber Transport has been finalised. The map was launched by Allan Wilson MSP, Deputy Minister for Environment and Rural Development on 24th February 2003.

An extract from the map for the Maybole area is:-

Ayrshire Timber Transport Group
Timber Haulage Agreed Routes
 (Based on estimates of timber movements 2000 - 2008)

- Trunk Road
- Agreed Route
- Consultation Route
- Severely Restricted Route
- Excluded Route
- Motorway
- A Road
- B Road
- Minor Road
- River
- Railway
- Railway Station
- Council Boundary
- Urban Area
- Foreshore
- Loch
- Woodland Cover

Unless shown otherwise, all motorways and A class roads are 'Agreed Routes'. For all other routes not designated, please contact the local Council.

Scale - 1:125,000

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Agreed Routes

Those which can be used for timber haulage without restriction as regulated by the Road Traffic Act 1988.

Consultation Routes

Those which are recognised as being key to timber extraction but which are not up to Agreed Route standard. Consultation with the Local Authority is required and it may be necessary to agree limits of timing, allowable tonnage, etc. before the route can be used.

Severely Restricted Routes

Those routes that should not normally be used for timber transport in their present condition. These routes are close to being Excluded Routes. Consultation with the Local Authority is required to achieve an agreed management regime to avoid landlocking timber

Excluded Routes

Those routes that should not be used for timber transport in their present condition under any circumstances. These routes are either formally restricted, or are close to being formally restricted, to protect the network. Consultation with the Local Authority is essential.

The Local Authority will always welcome consultation about timber haulage plans.

Weight, height and length restrictions on roads are not shown and users of these maps are responsible for ascertaining whether or not routes are unrestricted.

Major users of the timber are located in the Troon area and timber from both Dumfries and Galloway and South Ayrshire travels on the A77 to reach these users. The A77 is an agreed route for the timber industry. The construction of the Turnberry climbing lane scheme has assisted the movement of timber. The removal of the need for these large vehicles to contest the narrow streets of Maybole would have a significant impact on the movement of timber.

The provision of an A77 Maybole Bypass would assist the timber industry.

3.8 COMMUNITY PLANNING

In South Ayrshire a community partnership has been formed.

At the South Ayrshire Community Planning Partnership meeting of 8th September 2004 at the partnership, comprising representatives from:-

- ~~///~~ South Ayrshire Council;
- ~~///~~ Ayr College;
- ~~///~~ NHS Ayrshire and Arran,
- ~~///~~ NHS Ayrshire and Arran;
- ~~///~~ Communities Scotland;
- ~~///~~ CVO Kyle and Carrick;
- ~~///~~ Scottish Agricultural College,
- ~~///~~ Scottish Enterprise;
- ~~///~~ Scottish Natural Heritage;
- ~~///~~ Strathclyde Fire Brigade;
- ~~///~~ Strathclyde Police;
- ~~///~~ Elizabeth
- ~~///~~ University of Paisley;
- ~~///~~ Ayr North SIP;
- ~~///~~ Girvan SIP.
- ~~///~~ Other Agencies normally represented are :-
- ~~///~~ Ayrshire and Arran Tourist Board;
- ~~///~~ Glasgow Prestwick International Airport.

Heard a report on the Trunk Roads in South Ayrshire, prepared by SAC Roads.

This report advised that

- (1) Although Trunk Roads were managed by the Scottish Executive, they were vital arteries for South Ayrshire and of the greatest importance to communities across South Ayrshire, the Council and Community Planning Partners;
- (2) Intimated that South Ayrshire Council strongly believed that a strategy was needed to present to the Scottish Executive to address the following number of issues:-
 - (a) to promote road safety and reduce the number of crashes; reduce injury and loss of life;
 - (b) to maximise the benefit of the trunk roads to the economy of South Ayrshire; and
 - (c) to reduce the environmental impact of the trunk roads on communities in South Ayrshire; and
- (3) Indicated that the Council believed that the importance of the Trunk Roads to communities and to Community Planning Partners demanded a Partnership response.

The report included specific mention of the requirement for an A77 Maybole Bypass.

The meeting decided: to agree to endorse the strategy proposed by South Ayrshire Council for the development of trunk roads on the aims and priorities contained within the presentation on "South Ayrshire Council - Trunk Road Strategy";

The South Ayrshire Community Planning Partnership has unanimously supported the Council's strategy for trunk road development in South Ayrshire, including the call for a Maybole bypass. Community planning partners, including Strathclyde Police, the NHS Ayrshire and Arran and Scottish Enterprise Ayrshire drew attention to the cost to partners of road crashes and the devastating effect such crashes can have on communities in South Ayrshire. They also agreed the economic importance of the A77 to South Ayrshire and the negative effects of heavy traffic on the town of Maybole.

The partnership has endorsed the call for an A77 Maybole Bypass.

3.9 LOCAL PRESSURE

As a response to the considerable local disquiet at the number of casualties on the road, the local radio station, West Sound, has initiated a public campaign.

Public information adverts, based on a 'Guardian Angel' have been broadcast. West Sound won the gold out of over 300 radio stations in the UK in the NTL national radio awards for these adverts.

To support West Sounds award winning Guardian Angel A77 Road Safety commercials, a 48 sheet poster campaign is planned.



Draft of the poster campaign

The station has set up a website – www.A77campaign.co.uk to promote improvements.

An extract is –

"The efforts of West Sound, their partners Stena Line and Curry's European Haulage have now been recognised as bold, innovative and one with the interests of the community at heart. West Sound has driven this entire public information campaign seeking out empathetic partners with the same working ethos. Local business putting people before profit...this is surely a lesson for Government and their appointed administrators! "

In the solutions page is noted:-

"An improved road, which would in some instances bypass some local communities and in other instances increase the road space available would be of great benefit, not only in terms of road safety but also in terms of industrial growth. This industrial growth does not necessarily imply the establishment of manufacturing industries but tourism and agriculture as vibrant industries could be developed further and actively encouraged. "

West FM, West Sound and South West Sound FM have clearly taken a lead in A77 road safety and as such have now been approached by the Scottish Executive Public Petitions Committee to present a case for the upgrading of the A77 between Ayr and Stranraer. This presentation will take place on Monday 6th June 2005 in South Ayrshire Council Buildings before the full committee and will be supported by Stena Line Ltd.

West FM, West Sound and South West Sound FM have endorsed the call for an A77 Maybole Bypass.

4.0 FERRIES

4.1 Lochryan Ferries

In general passenger numbers between Northern Ireland and West Coast ports in Scotland have been increasing steadily since 1991. The majority of Scotland to Northern Ireland ferry passengers use the ports in Stranraer and Cairnryan and travel through Maybole.

Between 1991 and 2000, there was a 25% growth in ferry passengers at Stranraer and Cairnryan.

The growth of passengers at the Lochryan ports has been considerably lower than at Holyhead in North Wales where £800 million has been invested in upgrading the A55 to dual carriageway standard.

This suggests that Scottish ports may be losing their market share of passengers to other ports further south due to a lack of investment in the A77 south of Ayr.

4.2 Ferry Traffic - Freight Growth

The freight traffic records show -

	<i>thousand tonnes</i>											
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	
Stranraer	1751	1591	1717	1813	1868	1646	1794	1780	1690	1506	1404	
Cairnryan	1114	949	1073	1234	1233	1991	2025	2227	2504	2437	2014	
Total	2865	2540	2790	3047	3101	3637	3819	4007	4194	3943	3418	
Holyhead	908	919	1017	1052	2307	2541	2951	3407	3437	3444	3229	

Table 2: Freight Traffic from Stranraer, Cairnryan and Holyhead (1991-2000)

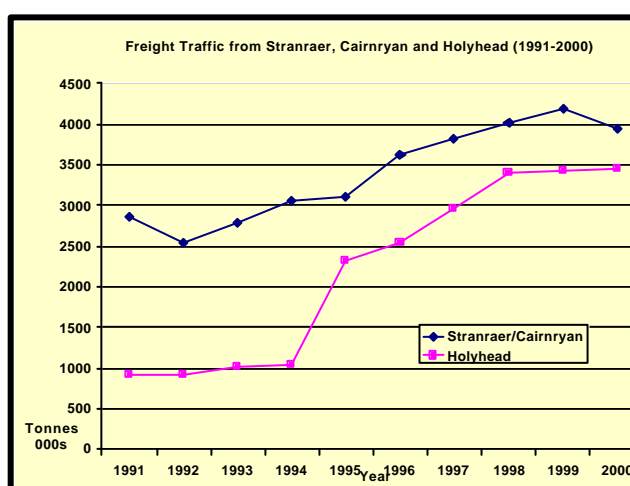
It is noted that while there is a 38% increase at Stranraer and Cairnryan, there is a corresponding increase at Holyhead of 280%.

A study on the economic impacts of the A55 improvements in 1996 ('Delivering the Goods', Welsh Economy Research Unit) illustrated that some freight switched from ports in Northern Ireland to Dublin largely due to improvements in the A55 and in the frequency and capacity of the services out of Dublin and Dun Laoghaire.

The report states that Larne was viewed as the net loser from infrastructure improvements on both sides of the Irish Sea.

Table 2 illustrates that whilst the Lochryan ports handle more freight than Holyhead, growth at these ports has been considerably slower.

Again, this suggests that Scottish ports may be losing their market share of freight to other ports further south due to a lack of investment in the A77 south of Ayr.



As with other single carriageway trunk routes, the speed limitations and unreliability of the A77 are likely to have contributed towards this lower rate of growth.

The Loch Ryan ports of Stranraer and Cairnryan are the second busiest in the UK.

Due to the concern of the ferry operators, they procured "The Stena Report" and presented it to the Scottish Executive.

The SE then procured the A75/A77 Port Approach Study.

As a result of these factors, representations were made to the Scottish Ministers on the need for improvements near the ferry terminals.

Subsequently, improvements were announced and First Minister Mr McConnell said:

"Stranraer serves as a gateway to Scotland and Stena's long term commitment here today will be vital for the South West economy and for Scotland as a whole.

"Investment on this scale by a major multi national company shows that Scotland is a good place both to do business and to work. The company is confident in its future and this provides long-term security to its workforce and the businesses who depend on it."

It is noted from the Port Approach Study, that the volume of ferry related traffic on the A77 is similar to that on the A75. The amount of ferry traffic on the A75 has been used to justify improvements to the A75.

For the year 2000, traffic flows using the ferries are :-

ANNUAL AVERAGE DAILY TRAFFIC			
	HGV	CAR	TOTAL
A75	677	408	1085
A77	287	859	1146
TOTAL	964	1267	2231

The two ferry companies are investing over £40m in a new state of the art terminal at Cairnryan that will have up to 30 sailings a day.

The ferry companies have restated that "our objective is to improve road infrastructure to our port in Cairnryan which will improve safety, reduce frustration due to the 'platooning effect' of large number of vehicles travelling at the speed of the slowest vehicle when a ship disembarks. Our objective is to have passing places every 6 miles."

The ferry companies view the A77 Maybole Bypass as a key road improvement between Loch Ryan and Ayr.

The relocation of the terminal in Stranraer to Cairnryan may slightly increase the proportion of traffic travelling on the A77 through Maybole.

The expenditure of substantial resources on the improvements to the A77 south of Maybole will be expected to lead to an increase in ferry traffic.


In any event, almost all the ferry traffic on the A77 will travel through Maybole.

The ferry operators have endorsed the call for an A77 Maybole Bypass.

5.0 ROAD SAFETY

The Scottish Executive has agreed road casualty reduction targets for 2010. These targets were introduced to focus on achieving a further substantial improvement in road safety over the next ten years, with particular emphasis on child casualties. The West of Scotland Road Safety Forum plays an important part in delivering road safety initiatives in the region.

The WESTRANS JTS includes –

 **Objective 8 Safety:** Improve the safety of journeys for all road and transport users.

5.1 Crash data

Accident rates give an indication of the level of risk to those using the A77.

In EuroRAP 2005, Benchmarking road safety across Europe, the A77 from Ayr to Stranraer is identified as a medium risk road.

The 9.5km of single carriageway from Ayr to Maybole has seen 1 road death and 8 serious injury crashes during the 3 year period 2001-03. The accident rate for this section of A77 is nearly 40% above the equivalent Scottish average. Turning manoeuvres account for the majority of crashes with the exception of the road death, which took place at Smithston Bridge. This bridge is on a tight bend and has a height restriction.

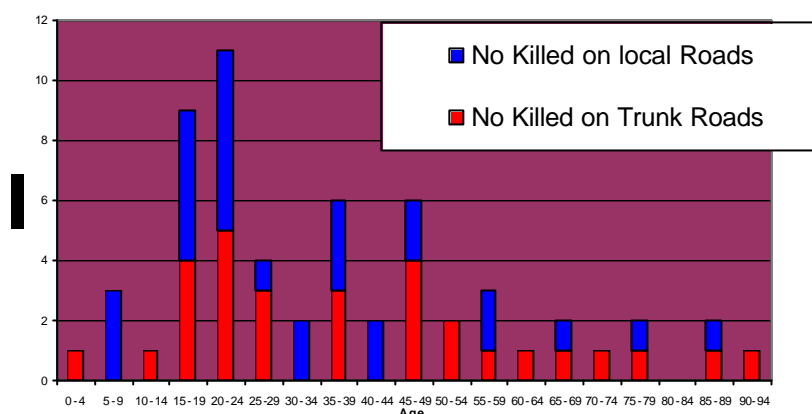
The recorded accident rate within Maybole is just below the average for a built up trunk road. One serious child pedestrian crash took place on the A77 outside Carrick Academy. The school has since identified a need for a 20mph speed limit and Pelican crossing on the A77 within its travel plan.

As you drive south on the A77 from Maybole the killed and seriously injured accident rates increase. Between Maybole and Girvan the rate is nearly 25% above the average. High speed overtaking and turning right are the most likely manoeuvre to contribute to these crashes. Where major improvements have been carried out such as the climbing lanes and carriageway widening between Lendalfoot and Ballantrae KSI - Killed and Serious Injury crashes are very few.

Whilst accident rates can give an indication of the level of risk to those using the A77 the route is an unavoidable necessity to many of South Ayrshire's residents.

Since the formation of South Ayrshire Council in 1996, 59 people have been killed on roads within South Ayrshire. 47% of these road deaths took place on the A77. The graph below shows the age profile of all road deaths on local and trunk roads in South Ayrshire from 1996 to 2003.

Age Profile of Killed Casualties



Between 2001 and 2003, **29** people died and **282** were seriously injured on the roads within South Ayrshire.

The A77 accounted for 30% of KSI casualties in the area.

16 people were killed and **77** seriously injured within South Ayrshire on the A77 in those 3 years.

In 2004, **11** people died and **61** were seriously injured on the roads within South Ayrshire.

The trunk roads accounted for 29% of KSI casualties in the area.

6 people were killed and **19** seriously injured within South Ayrshire on the trunk roads in that year.

5.2 Platoons

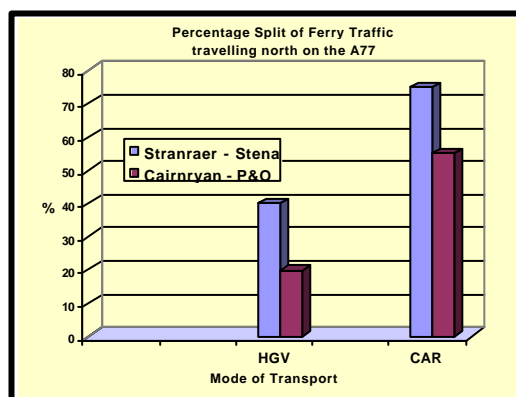
Information from the ferry operators shows the traffic split travelling north on the A77 generated by the ferry ports to be:-

Port	HGV	CAR
Stranraer - Stena	40%	75%
Cairnryan - P&O	20%	55%

The consequent average daily traffic on the A77 generated by the ports is 287 HGVs and 859 cars, a total of 1146 vehicles.

The traffic flow on the A77 south of Girvan is around **4000** vehicles per day.

The ferry traffic is therefore a considerable proportion of the total traffic and is concentrated at ferry sailing times.



This results in platoons associated with HGV movements. The Port Approach Study examines platoons in some detail and gives the example of a platoon comprising 49 vehicles. In general, HGVs travel at a reasonable speed. When they encounter slow moving tractors and caravans, then there is little opportunity to overtake and drivers become frustrated.

These platoons continue through to Maybole.

5.3 Road Crashes and Casualties in South Ayrshire – 2001

An extract from the South Ayrshire report - ROAD CRASHES AND CASUALTIES IN SOUTH AYRSHIRE – 2001 which examines injury crash from 1999 to 2001 in detail, shows that there is a disproportionate contribution to the numbers killed or seriously injured in South Ayrshire, from the trunk roads. It would be expected that the trunk roads would be a higher standard than the local roads and would have a proportionately smaller number killed or seriously injured.

	<i>Length Kms</i>	<i>No of crashes with Fatalities</i>	<i>No of crashes with serious injury</i>
Rural A and B class Council Roads	241	4	73
Trunk roads within South Ayrshire	92	5	45

An extract from the report is :-

RURAL CRASH RATES ON SOUTH AYRSHIRE ROADS BETWEEN 1999 – 2001							
No	Route	Annual Average Daily Flow	Length (Km)	Killed & Seriously Injured Rate	Crashes		
					KILLED	SERIOUS	SLIGHT
1	B742	1607	12.580	36.15	0	8	17
2	B749	2678	3.047	33.58	0	3	9
3	B7023 (W)	2177	2.590	32.40	1	2	4
4	A79	16020	2.500	18.24	0	8	10
5	A719 Sth	2768	22.102	16.42	0	11	19
6	B744	817	13.748	16.26	0	2	4
7	A713	7374	2.867	12.96	1	3	13
8	A70	10458	5.617	10.88	1	7	19
9	B7024	1629	10.851	10.34	0	2	9
10	B743	7384	11.215	8.82	0	8	18
11	B741	2270	23.548	8.54	0	5	5
12	B7023 (E)	2014	5.594	8.11	0	1	5
13	B7045	1801	12.548	8.08	0	2	4
14	B734	817	27.692	8.07	0	2	8
15	A719 Nth	2823	12.146	7.99	0	3	13
16	B739	3001	4.945	6.15	0	1	1
17	A714	1285	25.278	5.62	0	2	10
18	A759	6105	7.827	3.82	1	2	19
19	A77 (Single)	12420	71.205	3.51	3	34	54
20	B730	2142	14.206	3.00	0	1	4
21	A77 (Dual)	33308	14.020	1.76	2	9	41
22	A78	23100	6964	0.00	0	2	9
23	B746	2993	1.403	0.00	0	0	3
24	B7027	536	8.851	0.00	0	0	0
25	B7044	536	5.713	0.00	0	0	0
26	B750	1050	1.030	0.00	0	0	1
27	B751	1607	3.407	0.00	0	0	0

Scottish Average, Road Accidents Scotland 2000 = 6.6 KSI per 100M veh/km

Denotes rate above Scottish Average

Considering the A77 sections with the latest crash figures available

No	Route	Annual Average Daily Flow	Length (Km)	Killed & Seriously Injured Rate	Crashes		
					KILLED	SERIOUS	SLIGHT
A77	A79 - Maybole	12000	9.51	9.60	1	11	22
A77	Maybole	10000	2.17	16.83	0	4	5
A77	Maybole - Girvan	9000	17.36	4.68	0	8	15
A77	Average A79 - Marchburn	8000	65.19	7.18	3	38	65

Scottish Average, Road Accidents Scotland 2000 = 6.6 KSI per 100M veh/km

Denotes rate above Scottish Average

5.4 Trunk Road A77 Route Accident Rates

Length of Study Jan 2001 - Dec 2003

Casualty Accidents

Route A77 Section	Annual Average Daily Flow	Length (Km)	Killed & Seriously Injured Rate	Killed	Serious	Slight	Scottish Average Rate (100million Veh km)	Percentage above / below Scottish Average
A79 - Maybole	12000	9.510	7.20	1	8	14	5.17	39.31%
Maybole (within 30mph)	10000	2.170	8.42	0	2	2	8.72	-3.48%
Maybole - Girvan	9000	17.360	6.43	2	9	23	5.17	24.36%
Average from A79 junction to D&G boundary	8000	65.190	6.83	8	31	69	6.41	6.54%

5.5 Road Accidents Scotland 2002.

1998 - 2002 Average Killed and Seriously Injured Rates per 100-million vehicle km are;

- ~~5.17~~ 5.17 for rural trunk roads,
- ~~8.72~~ 8.72 for urban trunk Roads and
- ~~6.41~~ 6.41 for all major roads.

Combining these tables gives :-

	Route	Annual Average Daily Flow	Length (Km)	Killed & Seriously Injured Rate	KILLED	SERIOUS	SLIGHT
	B7023 (W)	2177	2.59	48.59	1	2	4
	B742	1607	12.58	36.14	0	8	17
	B749	2678	3.047	33.58	0	3	9
	A79	16020	2.5	18.24	0	8	10
	A713	7374	2.867	17.28	1	3	13
A77	Maybole	10000	2.17	16.83	0	4	5
	A719 Sth	2768	22.102	16.42	0	11	19
	B744	817	13.748	16.26	0	2	4
	A70	10458	5.617	12.44	1	7	19
A77	Girvan - Marchburn boundary	4000	33.6	10.87	2	14	17
	B7024	1629	10.851	10.33	0	2	9
A77	A79 - Maybole	12000	9.51	9.60	1	11	22
	B743	7384	11.215	8.82	0	8	18
	B741	2270	23.548	8.54	0	5	5
	B7023 (E)	2014	5.594	8.11	0	1	5
	B7045	1801	12.548	8.08	0	2	4
	B734	817	27.692	8.07	0	2	8
	A719 Nth	2823	12.146	7.99	0	3	13
A77	Average A79 -Marchburn	8000	65.19	7.18	3	38	65
A77	Girvan	5000	2.55	7.16	0	1	6
	B739	3001	4.945	6.15	0	1	1
	A759	6105	7.827	5.73	1	2	19
	A714	1285	25.278	5.62	0	2	10
A77	Maybole - Girvan	9000	17.36	4.68	0	8	15
A77	Whitletts to A79 Junction	20000	5.99	4.57	0	6	20
	A77 (Single)	12420	71.205	3.82	3	34	54
	B730	2142	14.206	3.00	0	1	4
A77	Inchgotrich to Whitletts	33308	14.02	2.74	3	11	59
	A77 (Dual)	33308	14.02	2.15	2	9	41
	A78	23100	6964	0.00	0	2	9
	B746	2993	1.403	0.00	0	0	3
	B7027	536	8.851	0.00	0	0	0
	B7044	536	5.713	0.00	0	0	0
	B750	1050	1.03	0.00	0	0	1
	B751	1607	3.407	0.00	0	0	0

Examining these figures shows that the dual carriageway sections are considerably safer. For the single carriageway trunk road, in more detail,

- ~~///~~ from Whitletts to the A79 Junction, a good standard of road, the KSI rate is 4.57
- ~~///~~ from the A79 junction to Maybole, an inadequate standard of road, the KSI rate is 9.60
- ~~///~~ In Maybole, a busy town, the KSI rate is 16.83
- ~~///~~ From Maybole to Girvan, an inadequate standard of road, the KSI rate is 4.68
- ~~///~~ In Girvan, the KSI rate is 7.16

- ~~2.2~~ From Girvan to the boundary with Dumfries and Galloway, an inadequate standard of road the KSI rate is 10.87
- ~~2.2~~ from the A79 junction to the boundary with Dumfries and Galloway, the average KSI rate is 7.18

Lack of safe overtaking opportunities can result in local traffic diverting from the A77 onto South Ayrshire Council roads. For example northbound A77 trunk road traffic volumes can fall by as much as one third at Turnberry, as local traffic uses the A719 coast road and the B7024 Maybole High road to reach Ayr.

The killed and serious injury accident rate for the A719 is almost 3 times the Scottish Average. The A719 from Turnberry to Ayr and the B7024/B7023 account for more than one third of the road deaths on the South Ayrshire roads.

From Ayr to Maybole the traffic flow is around 13,000 vehicles per day,

The killed and seriously injured - KSI - accident rate is nearly 40% above the equivalent Scottish average. Turning manoeuvres account for the majority of crashes.

From Maybole to Girvan the traffic flow is around 9,000 vehicles per day
The KSI accident rate is nearly 25% above the average. High speed overtaking and turning right are the most likely manoeuvres to contribute to these crashes.

The construction of an A77 Maybole Bypass would substantially contribute to lowering the number of road casualties.

6.0 A77 SAFETY GROUP

At a meeting held with Nicol Stephen MSP, Minister for Transport in Maybole on the 10th May 2004, Councillor Andrew Hill welcomed the formation of the A77 Safety Group, a working group to address safety issues on the A77 South of Ayr.

Councillor Hill acknowledge that police enforcement, and the education of the travelling public, should work in tandem with engineering improvements to the A77.

The safety Group comprises representatives of the Scottish Executive, South Ayrshire Council, Dumfries & Galloway Council, Strathclyde Safety Camera Partnership, Strathclyde Police, Dumfries & Galloway Constabulary, Amey Infrastructure Services and Westsound radio.

The objective of the Safety Group is to reduce serious crashes along the A77. It aims to do this by;

1. Implementing engineering improvements to the route to reduce the number of potentially dangerous manoeuvres. (eg providing dedicated overtaking opportunities)
2. Informing the public of proposed improvements to the route.
3. Developing a media strategy to enhance awareness in the local and national context. ie education
4. Applying enforcement focused on improving driving standards.

The Local Radio station Westsound have been proactive in campaigning for improvements to the A77 from Ayr to Stranraer.

They have joined forces with haulage companies as part of a road safety initiative to target a key audience by displaying visual messaging on the back of their lorries.

They have also prepared a series of adverts to promote the message.

In addition, within Maybole there is pressure for improvements to assist in reducing casualties associated with the A77.

A proposal to extend the 30mph speed restriction further south of Maybole is currently being promoted by the Scottish Executive. This will result in an increase in delays.

The local school – Carrick Academy, is located on the A77. The School travel plan has identified a need for the provision of a Pelican Crossing, and for the promotion of a 20 mph zone at the school. This is in line with current advice from the Scottish Executive.

These measures will be expected to result in a reduction in casualties and a reduction in traffic speeds. The reduction in traffic speeds will result in an increase in delays.

The construction of an A77 Maybole Bypass would substantially contribute to lowering the number of road casualties.

7.0 PUBLIC TRANSPORT

Public transport provides a valuable link between different settlements within South Ayrshire and it is ensured that it is available for those who need it most, particularly in remote villages, the elderly and disabled.

Journey times, bus operating costs and the quality of the journey are all affected by congestion through Maybole. To ensure that the bus services available offer an attractive alternative to journeys by private car, improvements to the roads infrastructure is seen to be of paramount importance.

The construction of an A77 Maybole Bypass would contribute to the efficiency of a public transport system.

8.0 TOURISM

A thriving tourism market exists between Scotland and Northern Ireland, and the Republic of Ireland, including trips for shopping, golf and football. Stena HSS promote a range of special day trips by coach from Belfast to Scotland including trips to IKEA, Ayr races, Ice Hockey at Braehead Arena and shopping trips to Edinburgh, Ayr and Glasgow. The table below shows that around 374,000 visitors from Northern Ireland came to Scotland by sea in 2001 and spent just over £100million. In contrast, just under 100,000 visitors travelled by air and spent £32million.



	Method of Travel	Spend (£m)
Car	200,000	54.199
Train	12,000	3.091
Coach Tour	25,000	8.176
Regular bus/coach	32,000	7.359
Boat/ship	102,000	27.818
Air	99,000	32.053
Other	2,000	1.113
Total	473,000	133.809

Table 3 Northern Ireland visitors to Scotland by method of travel and money spent 2001

Note that the figures in Table 3 do not include day visitors. The actual number of annual visitors from Northern Ireland therefore is likely to be somewhat greater than 470,000.

Currently 374,000 visitors from Scotland visit Northern Ireland. Scotland is the second largest tourist market for Northern Ireland, around 21% of their market. (Total market is 1.74million visits).

Visits to Scotland from Northern Ireland are:

Irish Republic - 5% of all overseas visits(79,000)

Northern Ireland- 2% of Domestic market (370,000)

**THE UNITED KINGDOM TOURISM SURVEY (UKTS) 2002 - JANUARY TO DECEMBER
Method of Transport - Trips (3 year average)**

FILTER: sdest = Any of ('Scotland') and region = Any of ('N.IRELAND')

projects: ukts2000, ukts2001, ukts2002

Source : BMRB International

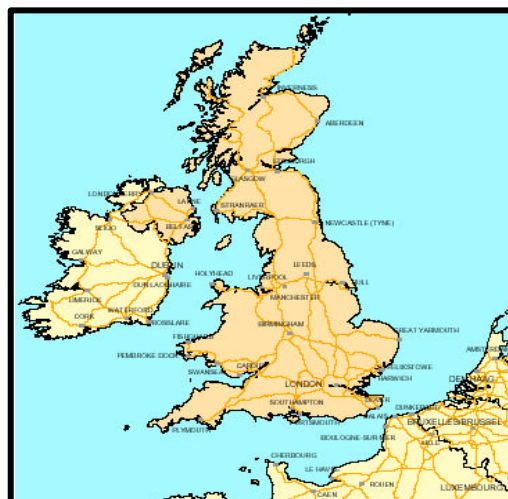
	Trips (000s)	Spend (£000s)	Spend per Trip (£s)
WEIGHTED ESTIMATE	0.456	136.318	299
Car	39%	39%	298
Train	3%	3%	269
Regular Bus/Coach	7%	6%	249
Organised Coach	6%	7%	350
Plane	23%	23%	302
Other	22%	22%	303

The above percentages are based on a 3 year average for 2000 - 2002

Tourism is an important growth sector for the economy of Ayrshire and Arran. In 2001, 1.21million UK tourists, spent an average of 5.63 nights and spent £181 million in Ayrshire. In addition, 80,000 overseas tourists, spent an average of 0.9 nights and spent £51 million here. Tourism-related employment stands at 13,192.

A Maybole by-pass would ensure that the atmosphere of the town centre would be conducive to tourism, particularly to day visitors. The tourist potential of Maybole has not previously been exploited. The town has a number of potential attractions.

The centre core of the town is an outstanding conservation area containing many listed buildings of architectural and historic interest. The town contains a total of 49 listed buildings, including the grade A listed Maybole Castle and the old Collegiate Church.



The construction of an A77 Maybole Bypass would assist the important tourism industry.

9.0 AIRPORTS

The A77 through Maybole is the link from southern Ayrshire, Stranraer and Ireland to Glasgow International Airport and Glasgow Prestwick International Airport.

Glasgow Prestwick International Airport fully supports the proposals to upgrade the A77 South of Ayr to Stranraer. The link to Ireland is seen as vital to the future development of the airport and continuing penetration into the all Ireland import/export airfreight market.

The construction of an A77 Maybole Bypass would substantially contribute to strengthen links with the all Ireland import/export airfreight market.

10.0 TRANSPORT POLICY

In accordance with government policy on transport integration and sustainability, it is also important that the role of public transport and rail freight be examined.

In the White Paper on European transport policy for 2010, published in 2001, the importance of removing bottlenecks on the main international routes is recognised. The A77, (and adjacent rail corridor) along with the A75, is regarded as a part of the trans-European transport network – a TENS route.

The TEN road network accounts for only a quarter of the total length of the EU primary network. National road statistics underline its importance.

In the UK, roughly half of total freight transport (in tonnes/km) involves TEN roads.

Whilst considerable upgrading schemes have been implemented on the TEN road networks between Belfast and Dublin and between Chester and Holyhead, it is concerning that the Scottish Executive have not invested equivalent resources in the A77.

The announcement of support for improvements to the road infrastructure at Kincardine, partly based on improving access to the Rosyth ferry port, is welcome. The similar improvements for access to the North Channel ports is also welcomed.

Improvements to the A77 would improve access from Ireland to the Rosyth port, which would improve freight access from Ireland to the Continent, and to the proposed new airport in central Scotland.

The construction of an A77 Maybole Bypass would substantially contribute to improve access to and from Ireland

11.0 SOUTH AYRSHIRE PERSPECTIVE

11.1 Employment

11.1.1 Communities

In October 2002 there were 9,720 persons unemployed and claiming benefit in Ayrshire – a rate of 6.6%. In Scotland there were 95,532 persons unemployed and claiming benefit – a rate of 3.8%

The jobs gap can be identified by comparing the number of people in work in Ayrshire and the total who would be in a job if the national employment rate was achieved. In Spring 2001, the Ayrshire employment rate was 69%, the GB average was 75%. An additional 14,000 jobs would be required to close this gap.

11.1.2 Ayrshire Strategy for Jobs

The Ayrshire Strategy for Jobs was agreed by the Ayrshire Economic Forum and its constituent members. The strategy aims to reduce this jobs gap by realising Ayrshire's potential for economic development.

The Vision includes a business environment to match the best in Europe.

One of the 5 Strategic Thrusts is to develop a competitive business location.

Sectors identified as having growth potential include aerospace, bio-tech, and services.

South Ayrshire Council's corporate strategy Vision of 2020 has a strong and diverse local economy as part of its central vision. Strategic Aims include:

- securing and improving existing business performance
- attracting investment in business and jobs
- attract investment in business in jobs

through promoting South Ayrshire as a business location

One of the main priorities is to ensure adequate infrastructure is provided to meet the needs of incoming business.

11.1.3 South Ayrshire Opportunities

South Ayrshire contains a number of major development opportunities, which are central to the Ayrshire strategy and essential for the creation of significant job opportunities, which will benefit Ayrshire as a whole.

The current roads infrastructure acts as a significant constraint on the development of these areas.

11.1.4 South of Ayr

The improvement of the A77 is vital towards regeneration of the communities south of Ayr, such as Maybole and Girvan. The route functions as the main artery for these communities and provides important links to both shopping and employment areas. Girvan Connections is a Social Inclusion Partnership (SIP) Area. SIPs tend to be within the bottom 10% of the most deprived areas in Scotland, with high levels of unemployment and poverty. For example, the unemployment rate in Girvan is around 70% greater than the national average. Better road links may help to generate the economy by attracting industry to these areas.

11.2 Leisure

11.2.1 Golf

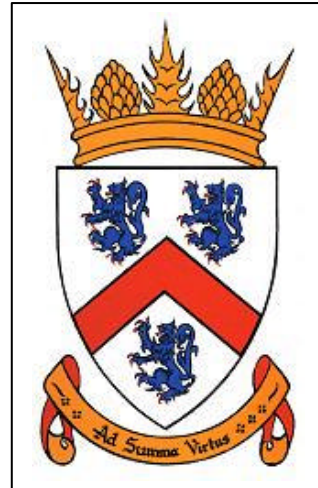
The need for a bypass at Maybole is also well recognised in order to attract major golfing events to Turnberry and therefore, bring valuable investment into the area. The bypass is listed as a priority road project in the 1999 Ayrshire Joint Structure Plan.

The Council are substantially investing in the construction of a road improvement at Murdoch's Lone to facilitate these events.

11.2.2 Environment

Maybole is an old town with claims to be the 'Capital of Carrick'. A Burgh of Barony since 1516, the town lies inland, where a variety of roads meet, but there was a community here long before recognised roads were formed. Ten roads converge on the town from all directions. Only two of these are normally busy, funnelling heavy traffic through the narrow High Street, which has to serve as a section of the A77. The town slopes steeply down a hill with the A77 contouring across its middle. Narrow streets, high buildings, and traffic prevent a proper appreciation of the town from a vehicle.

The present community exudes an air of antiquity, and some of the buildings within the town are of a considerable age.



The town of Maybole is today blighted by the incessant traffic trying to make its way along the narrow main street (which is effectively part of the busy trunk road, the A77). This street - which has four names along its length - is probably the town's finest, and here most of the old buildings can be found.

Towards the centre, the A77 Cassillis Road narrows and the buildings stand on the pavement with increasing density.

At the crossroads is Maybole Castle, the finest building in the town, dating from around 1620, or possibly before 1545. At one time it was much larger, extending over the ground occupied by the post office and old library, but in 1812 this was cleared away to allow the main road to pass through. The 4½ storeys high Castle stands high above the A77 at the junction of six streets. At one time it almost



blocked off this end of the town and the High Street was a cul-de-sac used as the market. Traces of closes on both sides still remain, where once the inhabitants lived and plied their trade. Booths would be erected and much trade done in the market on the four fairs that were held annually after Maybole was created a burgh of barony in 1516. At one of these fairs William Burness from Mearns first met Agnes Brown, a daughter of the forester at Culzean. Their eldest son was Robert Burns. The main shopping centre is in the High Street.

In the High Street are the chief buildings in the town. At the head stands the Town Hall, erected in 1887 to plans of Robert Ingram, and joined to it, is an older tower – house.

Abutting is the Old Clock Tower, facing down the street, which was once the Tolbooth, when the town was the capital of the Bailiary of Carrick.

About the centre of the street is a mark on the causeway where formerly stood the Mercat Cross.

“Damage to our environment hits the poorest hardest. Traffic fumes, pollution and poor quality housing all affect the most vulnerable in our society; the old, the very young and those who have least”

Source: Jack McConnell, First Minister - February 18, 2002

Maybole is a historic town with a population of approximately 5500 people. It has an attractive High street of typically terraced properties of 3 stories. The ground level properties are mainly shops and offices.

South Ayrshire has a number of areas that, due to their architectural or historic merit, are considered worthy of preservation and enhancement for future generations continued enjoyment. Maybole is one of the areas afforded protection through designation as a conservation area by the Council. Maybole is deemed to be of outstanding status by the Scottish Executive.

The central part of Maybole is a conservation area and the majority of the buildings are C listed with a few B listed and Maybole Castle being A listed.

South Ayrshire Council has operated a shop front improvement scheme for a number of years and a number of shops in the High street have taken advantage of this, but there has been no overall scheme put in place. There has also been the knowledge that the implementation of such a scheme and the impact it could have on the appearance of the High street may be short lived primarily because of the nature and level of traffic passing through it.

The European Parliament Directive 2002/49/EC relating to the assessment and management of environmental noise will undoubtedly result in a requirement for a noise action plan for Maybole.

Air quality in Maybole is adversely affected by the through traffic.

A Maybole Bypass would be a positive move to improve the environment in Maybole

12.0 SCOTTISH EXECUTIVE COMMITMENT

12.1 Funding for Major Infrastructure Projects

The Scottish Executive plans to spend over £1.4 billion annually on transport from 2005-06. Major infrastructure projects in the West of Scotland include: A77 Ayr to Stranraer.

First Minister Jack McConnell on 21 February 2003 announced a package of road improvements for the South West of Scotland to help grow its economy and increase access for tourists and business.

He made the announcement in Stranraer as he met StenaLine Chairman Dan Sten Olsson, who was announcing his company's plans for a new ferry port on Loch Ryan.

Mr McConnell said:

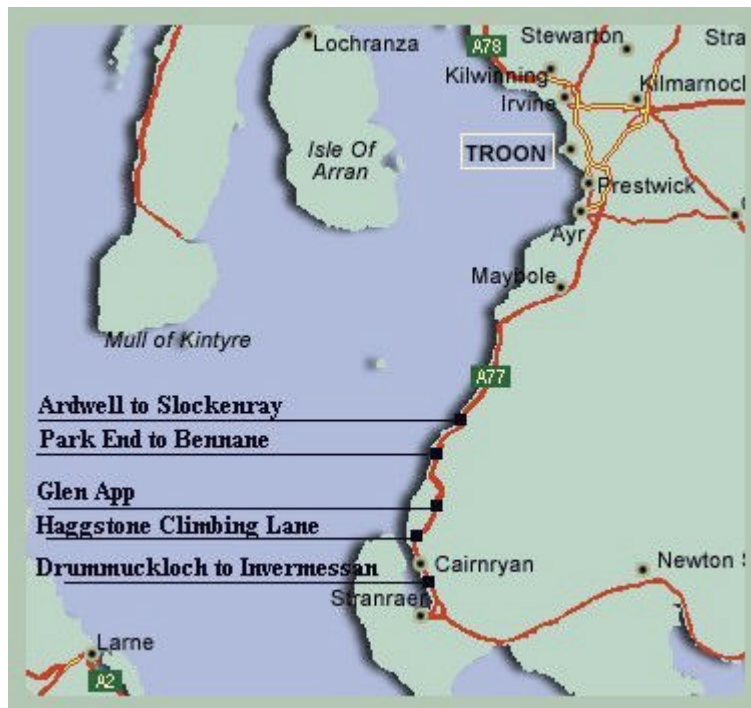
“Stranraer serves as a gateway to Scotland and Stena's long term commitment here today will be vital for the South West economy and for Scotland as a whole.

“Investment on this scale by a major multi national company shows that Scotland is a good place both to do business and to work. The company is confident in its future and this provides long-term security to its workforce and the businesses who depend on it. “

The roads package includes five A77 improvement schemes as well as design work on the Whitletts roundabout in Ayr. The schemes are:

- /// Glenn App
- /// Haggstone Climbing Lane
- /// Park End to Bennane
- /// Drummuckloch to Invermessan
- /// Ardwell to Slockenray
- /// Whitletts roundabout

All, except Whitletts, are south of Girvan.



In an extract from Building a Better Scotland - Infrastructure Investment Plan : Investing in the Future of Scotland, it is stated that -

/// **Transport**

Improvements to the transport infrastructure encourage a safe and accessible Scotland. This then helps enable growth in our economy, regeneration of our communities, reduced harm to the environment, and improvements to our health and quality of life.

It was recently announced that a new Transport Agency will be charged with the role to plan, develop and deliver an integrated and sustainable transport network in Scotland, focused on the delivery of improvements to Scotland's transport infrastructure and efficient operation of our national road and rail networks.

The planned expenditure over the spending review period is part of our planned investment of £3 billion over a ten-year period to bring our roads and railways up to expected standards.

We are also committed to maintain and improve Scotland's trunk road network. Road Improvement schemes are spread throughout the network and provide cost-effective local solutions where larger schemes cannot be justified. This is important because whilst major projects will provide the more substantial improvements to the trunk road

network, the minor schemes provide more modest but no less important solutions to road safety and congestion stress points which occur across the network.

The A77 Maybole Bypass would contribute to these aspirations.

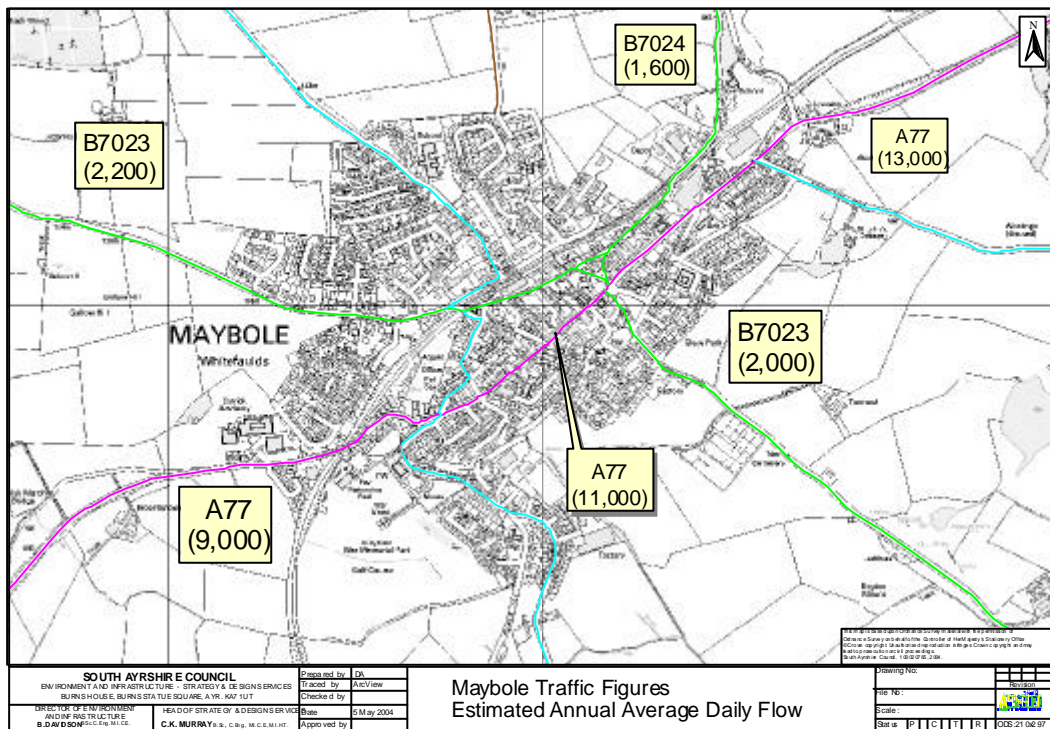
13.0 A77 – CURRENT ROAD LAYOUT

For the A77 Ayr to Stranraer, a distance of 77kms, traffic flows range from 13,000 vehicles per day at Ayr to 4,000 vehicles per day south of Ballantrae.

The A77 is an essential link for the communities of the towns and villages South of Ayr, and an essential link for strategic movements to and from the ferry ports of Stranraer and Cairnryan.

The road is single carriageway, generally of sub-standard alignment. Dedicated overtaking opportunities are restricted to the climbing lanes provided at Turnberry and Bennane.

Traffic flows in the vicinity of Maybole are shown as –



13.1 A77 Route Action Plan

The then Scottish Office, in recognition of the potential for accidents on the A77 south of Ayr, instructed that a Route Action Plan be prepared.

South Ayrshire Council, together with Dumfries and Galloway Council, submitted the draft Route Action Plan Firm Strategy Report for the A77: Ayr to Stranraer, to the Scottish Executive in October 1997. However, this has not been published. The report has 3 main parts.

First it addresses the towns and villages on the A77

In accordance with the draft Route Action Plan, some improvements to accommodate the volume of traffic and increase road safety have been carried out. These have included the construction of traffic management and traffic calming schemes after extensive public consultation.

Public consultation disclosed opposition to the traffic management proposals within Maybole and works carried out were limited to the provision of gateways.

Second the report addressed the provision of overtaking opportunities which in 1997 were costed at approximately £14 million

After practical and economic feasibility assessment, 8 schemes were identified. These are in assessed order of priority:-

Location	Scheme	Cost (1997)
Dalquat to Turnberry	Northbound climbing lane	£880,000
Ayr to Minishant	Dual Carriageway	£3,255,000
Minishant - Maybole	Dual Carriageway	£2,987,000
Maybole - Kirkoswald	Wide single with FOSD	£1,375,000
Burnside - Girvan	Wide single with FOSD	£1,510,000
Haggstone - Boundary	Northbound climbing lane	£1,182,000
Ardwell - Slockenray	Wide single with FOSD	£805,000
Auchencrosh - Carloch	Southbound climbing lane	£1,578,000
	TOTAL	£13,572,000

Third is mass action proposals which include road and verge widening, right turn lanes and minor realignments.

In the vicinity of Maybole, these included -

Smithston Bridge to Minishant	Widen to Wide single with metre strips and realignment of carriageway
Smithston Bridge	Additional lane through arch span, provision of metre strips : widening to 10.0m
A77 / B742 junction to Smithston Bridge	Provision of metre strips : widening to 10.0m & realignment of carriageway.
Overtaking Scheme No.2	Provision of Dual Carriageway
Crossraguel to Maybole	Provision of metre strips

A fundamental part of the RAP was that improvements to the provision of overtaking opportunities south of Ayr would reduce driver frustration leading to an improvement in road safety.

14.0 PREVIOUS WORK ON THE A77 MAYBOLE BYPASS

Before 1975, the Scottish Office commissioned Ayr County Council to investigate a scheme to construct a bypass to Maybole.

The preferred line then lay to the east of Maybole through the lands of Tunnoch Farm. This alignment would not now be favourable in particular for environmental reasons, as it would go through low wetlands, which could result in pollution of the ground water. Also it would be extremely difficult to blend the road into the landscape, as it would have to run in embankment for most of its length.

The Scottish Office subsequently commissioned Strathclyde Regional Council to further investigate a scheme to construct a bypass to Maybole in the 1970's and 1980's.

Several alignments were assessed including the previous ACC line. The alignment with the best return was one which started at Hoggs Corner and followed the west side of the railway line and round the west of Maybole. This alignment, although longer than the others considered, had the particular benefit of eliminating Smithston Bridge. The other alignments left Smithston Bridge and also required a second crossing of the railway.

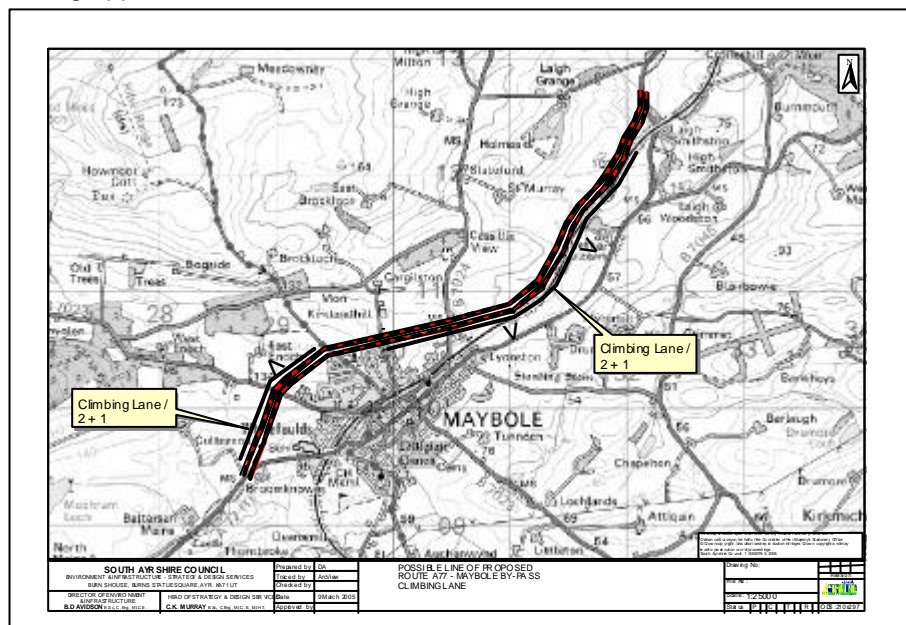
The preferred alignment did require to provide a cattle underpass for Nether Culzean Farm.

Initially the intention was to bridge Alloway Road and Culzean Road, but a later assessment started to assess grade separations at these locations. The main reason for this was to remove the need for traffic, which wished to go to Culzean, having to divert at Smithston Bridge and go through Maybole to the Culzean Road.

Gardenrose Path and Kirklandhill Path were to be severed with hammerheads formed on either side of the A77. Subsequently it was established that both these roads were used frequently by pedestrians as links to the C60 local road, part of a circular route round the north and west of Maybole. Some crossing provision was therefore going to be required at these locations.

Tee-junctions were originally proposed for the connections at either end at either end but they may not be considered appropriate under current standards.

Climbing lanes were proposed from just north of Maybole to Gardenrose Path and from the south end of the scheme also to Gardenrose Path. This would facilitate overtaking opportunities in either direction.



This resulted in the determination of a preferred line as shown above.

A ground investigation was carried out and reported.

This design was initially carried out in the early 1980's and would therefore require to be reassessed in view of current standards.

It is noted that some amendment to the line shown will now be required. The issue of junctions will also require re-examination. It may be that a road / footway previously to be closed due to the bypass construction will now require to be kept open. Similarly, the layout of junctions can be expected to be considered for revision.

The preferred line of the bypass has been taken into account for the purpose of Planning Submissions. The Council fully recognises and supports the need for a bypass of Maybole.

In the Ayrshire Joint Structure Plan prepared jointly by North, East and South Ayrshire Councils and approved by Scottish Ministers in January 2000, the A77 Maybole Bypass is listed as a scheme on which the three Ayrshire Councils shall encourage early construction. The Structure Plan also states that local plans shall safeguard the proposed line of the route.

In accordance with this and with the clearly articulated view of the Council on this matter, South Ayrshire Council's Finalised South Ayrshire Local Plan, published in October 2002, strongly advocates an A77 Maybole Bypass to be a priority scheme for the relevant implementing agency.

South Ayrshire Council's Finalised South Ayrshire Local Plan strongly advocates an A77 Maybole Bypass

15.0 MAYBOLE



There are significant costs to the economy of the delays experienced by traffic associated with Maybole, both trunk through traffic and local traffic. Based on a traffic flow of 13000 vehicles per day, with 10% HGVs, assuming an average delay of 3 minutes per vehicle, and using delay costs from NESAs 1998, a total cost of delays is around £4 million per annum.

There is also the problem of the substandard height at the rail bridge at Smithston, and the associated poor horizontal alignment.

The height restrictions at the rail bridge at Smithston results in trunk road traffic being diverted onto Council Roads – which are of an inadequate standard to safely accommodate this type of traffic.

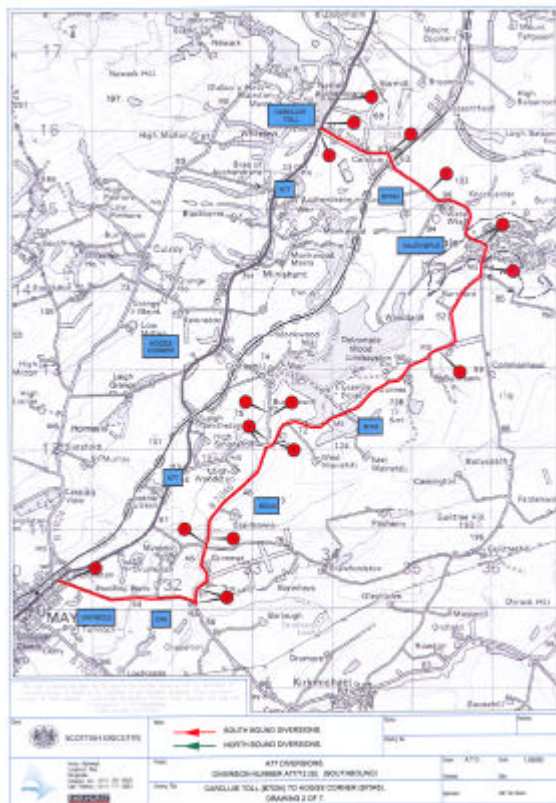


The regular accidents at Smithston Bridge, and other locations on the trunk road network, result in the closure of the trunk road at the site of the incident.

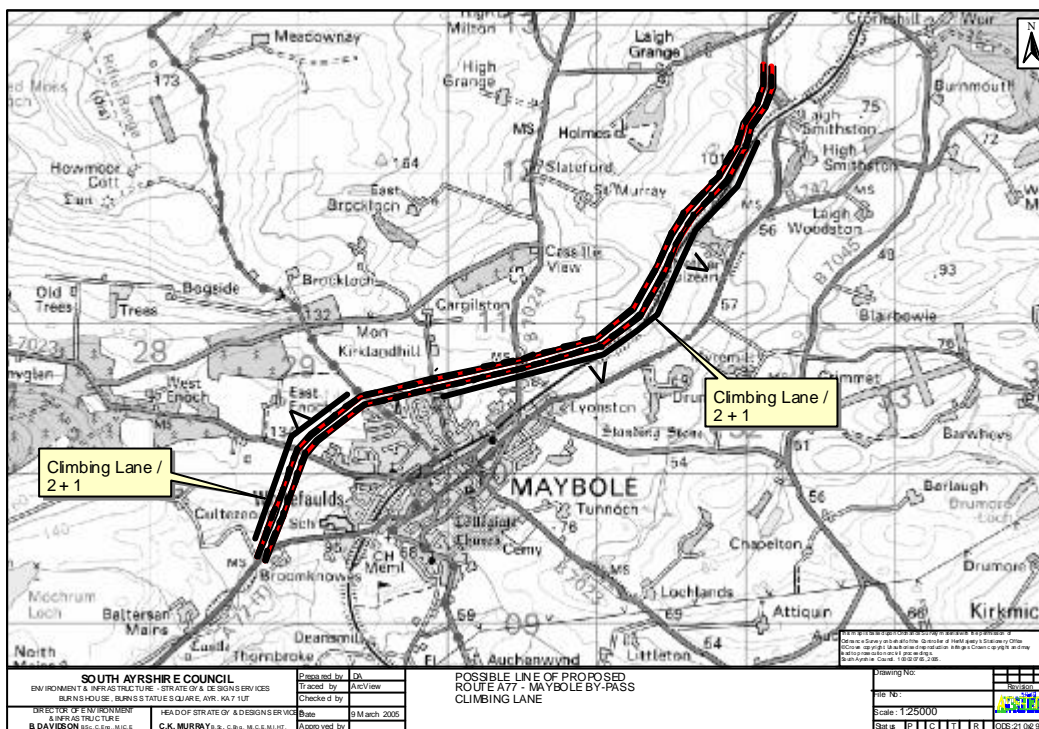
The ad hoc diversion of the trunk traffic on to the unsuitable council road network caused lengthy delays as the traffic traversed roads not designed for the volume or size of vehicles. Often the most direct diversion routes have height or weight restrictions.

In recognition of the impact of these closures on the travelling public and of the damage to the fabric of the council roads, Standard Diversion Routes have been agreed by South Ayrshire Council in partnership working with the Scottish Executive Trunk Road Network Management Division and the Police.

As an example, the diversion route for southbound traffic when the A77 is closed at Smithston is -



Often the most direct diversion routes have height or weight restrictions.



☞ showing the provision of overtaking opportunities associated with the proposed A77 Maybole Bypass –

Further discussion regarding these issues with the South Ayrshire Council roads would be encouraged.

16.0 SOUTH AYRSHIRE COUNCIL VIEW

South Ayrshire Council have produced the **A77 Glasgow to Stranraer Alternative Strategy**. This was submitted to Lewis McDonald MSP, the then Transport Minister. The Strategy highlights South Ayrshire Council's proposals for the A77 trunk road.

It is considered essential that action is taken to reduce the number of casualties. Transport Minister Nicol Stephen on 8th December 2003 announced funding for an initial study to look at the option of a Maybole Bypass on the A77 trunk road. There is no indication of timing.

First Minister Jack McConnell on 21 February 2003 announced 4 road improvements for the A77 in South Ayrshire, south of Ayr, associated with the ferry requirements. All are south of Girvan.

While SAC are pleased to see the proposed investment South of Girvan in overtaking improvement schemes, there is concern that :-

☞ Only one of the schemes identified in the 1997 RAP has been constructed.

The RAP recommended prioritised overtaking improvement schemes. It also recognised and addressed the consequences of the resulting increase in traffic speed, by requiring both traffic calming in the communities and mass action. There does not appear to be recognition of the relative priority of the remaining overtaking improvement schemes, especially around Maybole. There is concern that there is no programme for mass action.

SAC are pleased to see schemes being implemented, with concerns at which schemes and the lack of associated measures.

Improvement of the A77 is seen as fundamental not only for the economic and safety benefits offered to Ayrshire but also from a 'Scotland plc' perspective, enabling effective competition with counterparts further south in England and Wales, and linkage with Northern Ireland.

SAC are pleased to contribute local knowledge and local expertise to this substantial economic investment in South Ayrshire

The provision of an A77 Maybole Bypass would greatly assist the upgrading of the section of the A77 from Ayr to Stranraer.

17.0 CONCLUSION

In conclusion, it may be said that the current A77 between Ayr and Stranraer is not of the appropriate standard. It fails to reach this standard on the grounds of safety, contribution to the economy of South Ayrshire and contribution to the effectiveness of the ferry links between Scotland and Ireland.

South Ayrshire Council considers that the provision of an A77 Maybole Bypass would be a vital part of the necessary improvements to the A77, and would be a vital contribution to the future of the North Channel Link to both Northern Ireland and the Republic of Ireland.

South Ayrshire Council considers that the provision of an A77 Maybole Bypass would address many issues relating to the health, safety and environment for the Maybole Community.

South Ayrshire Council considers that the provision of an A77 Maybole Bypass would be a vital contribution to the economy of South Ayrshire and Scotland.

South Ayrshire Council wish to urge the Scottish Executive to :-

COMMIT TO THE A77 MAYBOLE BYPASS.