

Maybole Town Centre Public Realm Proposals – Community Consultation

Frequently Asked Questions

Question 1 – Purpose

What is the purpose of these changes?

The A77 Maybole Bypass provides a once in a lifetime opportunity to improve the High Street and the Town Centre to better serve the needs of local communities. We want to support existing businesses and new enterprises by creating an attractive and safe town centre, and encourage visitors to the town. We want the town centre to be a safe and accessible place for all and facilitate more sustainable active travel (i.e walking and cycling,). The proposals will substantially improve pedestrian space by widening the pavements and narrowing the road carriageway. New furniture will be provided included benches and cycle racks to make the High Street more pedestrian and cycle friendly. New lighting will also be provided.

Question 2 – Design Changes

There was a consultation 3 years ago on proposals for High Street. Why are these proposals different?

The world has changed dramatically in the last 2-3 years and not least because of Covid-19. There is now even more emphasis on creating environments in our towns and cities that are focused on maximising pedestrian space and promoting more sustainable forms of transport i.e walking and cycling. Sustrans is now a key project funding partner and they challenged the project team to be more ambitious with the proposals to maximise pedestrian/ cyclist space and movement.

Question 3 – High Street Traffic Numbers

How much will traffic reduce on the High Street when the bypass is open?

It is anticipated that vehicle numbers will reduce by 50% with heavy goods vehicles (e.g Articulated lorries) reducing by 90%.

Question 4 – Why one way?

Why are you proposing a one-way system?

We have investigated a range of options including maintaining two-way traffic, removing traffic altogether and one-way systems both northbound and southbound. A one-way system has been established as the option that provides the most opportunity to maximise pedestrian space and improve safety on High Street whilst still maintaining some vehicle access into High Street to service local businesses.

A southbound one-way system was deemed preferable to northbound because traffic modelling and consultation indicated that most vehicles coming into town not using the new bypass will come from the north. Therefore, a southbound one-way system would respond to the expected predominant vehicle movement. This option would also work by accommodating northbound traffic within existing one-way streets in the town centre i.e Ladyland Road and Culzean Road as well as other a northbound vehicle 'exit' route on John Knox Street.



A southbound one-way system provides better and easier access to Castle Street, Kirkwynd and the Co-op car park when compared to a northbound system.

A southbound system on High Street would be uphill resulting in reduced traffic speeds when compared to a northbound system.

Question 5 – High St Closure Option?

Why not close the street to traffic and have it pedestrianised?

This option has been investigated but given the need for vehicles to access the town centre to serve local businesses, as well as the need to provide access for maintenance and waste collection it was not considered to be viable.

Question 6 - Ladyland Road & Culzean Road

I see that the proposals include diverting northbound traffic on Ladyland road and Culzean Road. What is the likely impact on these streets?

It is expected that most northbound road users will use the bypass and these routes will only be used by local people making short journeys in the town. It is possible that there will be a slight increase in vehicle numbers on these streets as a result of new system on High Street. The proposals will undergo a detailed traffic modelling exercise to inform this.

Question 7 – Parking on High St

Can you install more parking on the High Street?

No. There is currently no parking or formal loading bays on the High Street. It is not possible to accommodate parking on High Street without sacrificing space for pedestrians. Provision of more car parking on High Street would encourage more vehicle traffic on High Street and the experience of the High Street would not improve. We will provide loading bays at key locations to ensure local businesses are served and a limited number of blue badge parking spaces to facilitate users with mobility issues.

Question 8 – Parking Town Hall.

One slide shows no parking at the Town Hall. Are you removing parking at the Town Hall?

No. The slide shows an artist impression what the Town Hall car park could look like if an event was being held. It is proposed the car park has a dual purpose of car park under normal circumstances and an area for town events when held.

Question 9 – Bike Lane in High Street

Why does the proposals not incorporate a cycle route through the High St?

An option to integrate a segregated bike lane in the High Street was considered as part of the initial options appraisal. However, the High Street is relatively narrow, and it was difficult to accommodate spatially especially given the primary objective to improve pedestrian pavements. It was therefore deemed not to be feasible. Cycle racks and improvements to surrounding streets will improve cycle access to and from the town centre.

Question 10 – when will it start?

If this scheme progresses when will it start?

If approved construction work on the scheme will start when the bypass is in operation and the existing High St A77 is de-trunked by Transport Scotland and adopted by Ayrshire Road Alliance.



Currently we hope to start works in Spring of 2022. We anticipate that the construction would last 12 months. Access to businesses and residential properties will be maintained throughout the construction period.

Question 11 – Business Disruption

I own a business and am worried about impact the works will have on my business.

We know this work will be disruptive to businesses and we will work with you to minimise this. During the works we will ensure that access to all businesses is maintained for customers and deliveries. Waste collection will also be managed.

Question 12 – Next Steps

What happens next?

The consultation closes at Midday Friday 23rd July 21. We will review the feedback and provide a response to key issues raised. We will use the feedback to inform the design development of the proposals.