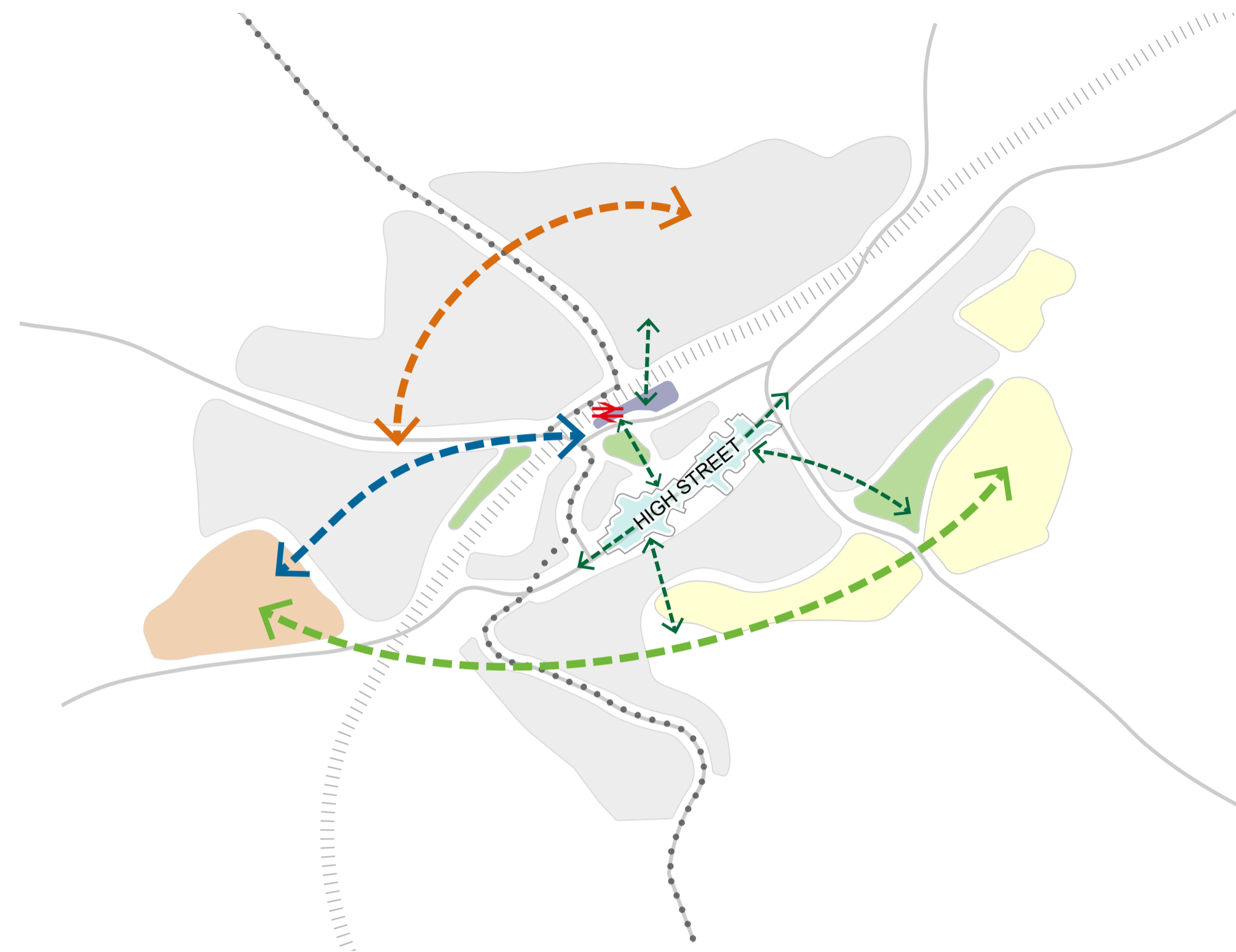


Active Travel Concept Strategy Plan



- High Street and Retail Core
- Train Station Area
- Community Campus
- Existing Residential Areas
- Open Green Space
- Housing Allocation
- Improve legibility and reroute NCR through Maybole
- > Improve permeability and connectivity in North Maybole communities
- > Facilitate improved connection to the proposed Community Campus
- > Provide access between future housing allocation, and South Maybole Communities sites and the proposed Community Campus
- > Improve opportunities for active transport between Maybole Town Centre and surrounding residential communities

Maybole Active Travel Strategy

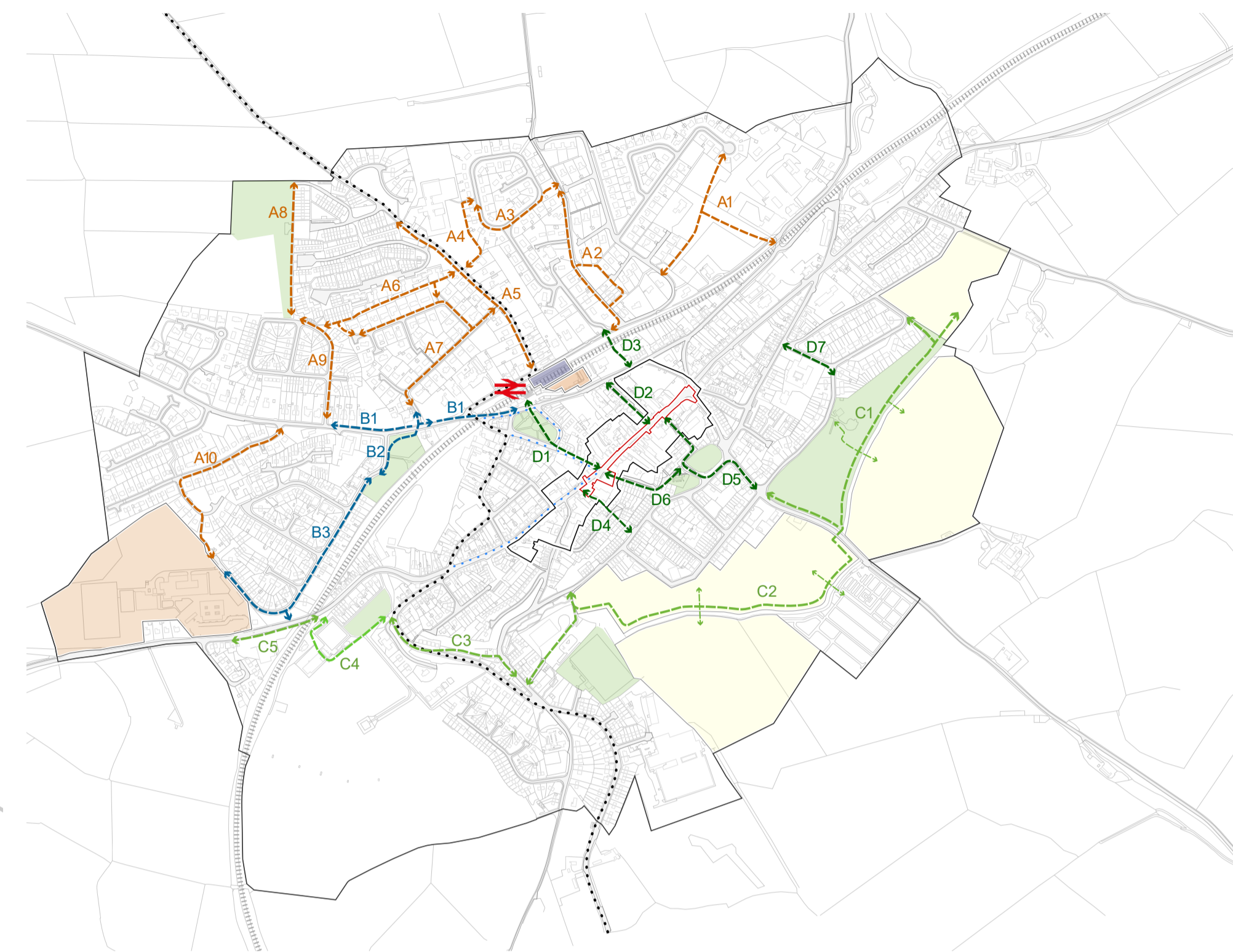
In Spring 2020 LUC was appointed by South Ayrshire Council to prepare an Active Travel Strategy for Maybole. The study established strategic principles to guide the design of Active Travel Routes across Maybole in anticipation of reduced traffic volumes in the town once the bypass is open. The study identified a hierarchy of routes that would merit enhancement to improve pedestrian and cyclist movement. Concept proposals were prepared for key routes and discussed with members of the community and key stakeholders. The key Strategy Objectives that were established were as follows:

Maybole Active Travel Strategic Objectives

- Improve the pedestrian and cycling environment of Maybole High Street
- Enhance existing streets and vennels in Maybole Town Centre to give more priority to pedestrian and cycling movement between Maybole High Street and surrounding communities
- Improve active travel permeability and connectivity in the communities north of Maybole
- Facilitate improved active travel connectivity between Maybole communities in the south of Maybole
- Improve the legibility and connectivity of designated walking and cycling routes such as the National Cycling Route as they pass through Maybole

The above Strategic Objectives, which are also illustrated indicatively on the above diagram, guided the design development of concept proposals and the establishment of an Access Framework Masterplans.

Access Framework Strategy - Part 1



- Town Centre
- Community Facility
- Train Station
- Open Green Space
- Housing Allocation Site
- National Cycle Route 7
- National Cycle Route 7 - Proposed Diversion
- High Street Public Realm Improvements
- A. Northern Connectivity
- B. Community Campus Link
- C. Southern Greenway
- D. Town Centre Connections
- A1 Cargill Avenue Connections
- A2 Kirklandhill Path Widening
- A3 Ashgrove Ave Traffic Calming
- A4 Gardenrose School Path
- A5 Gardenrose Path Pavement Improvements
- A6 Kildoon Path Improvements
- A7 Kildoon Drive Traffic Calming
- A8 Queens Terrace Path Improvements
- A9 Queens Terrace Traffic Calming
- A10 McAdam Way Traffic Calming
- B1 Culzean Rd Junction Improvements
- B2 Miller Park Access Improvements
- B3 Whitefaulds Ave Traffic Calming
- C1 Glebe Park Paths
- C2 Ladywell Greenway
- C3 Coral Glen Off Road Route
- C4 Bowling Club Link
- C5 A77 Path Improvements and Road Crossing
- D1 Greenside and School Vennel
- D2 Castle Street Shared Surface
- D3 Railway Crossing Improvements
- D4 Dunlop Steps Improvements
- D5 Kirkwynd Link
- D6 Old Collegiate Church Connections
- D7 Cairnfield Avenue Improvements

Access Framework Masterplan Part 1

The Access Framework Masterplan Part 1 provides an overall spatial strategy for an active travel network in Maybole.

The strategy plan illustrates how the Access Framework has responded to the key objectives outlined in the Active Travel Concept Strategy Plan

The active travel routes are categorised into four main groups:

- A | Northern Connectivity
- B | Community Campus Link
- C | Southern Gateway
- D | Town Centre Connections

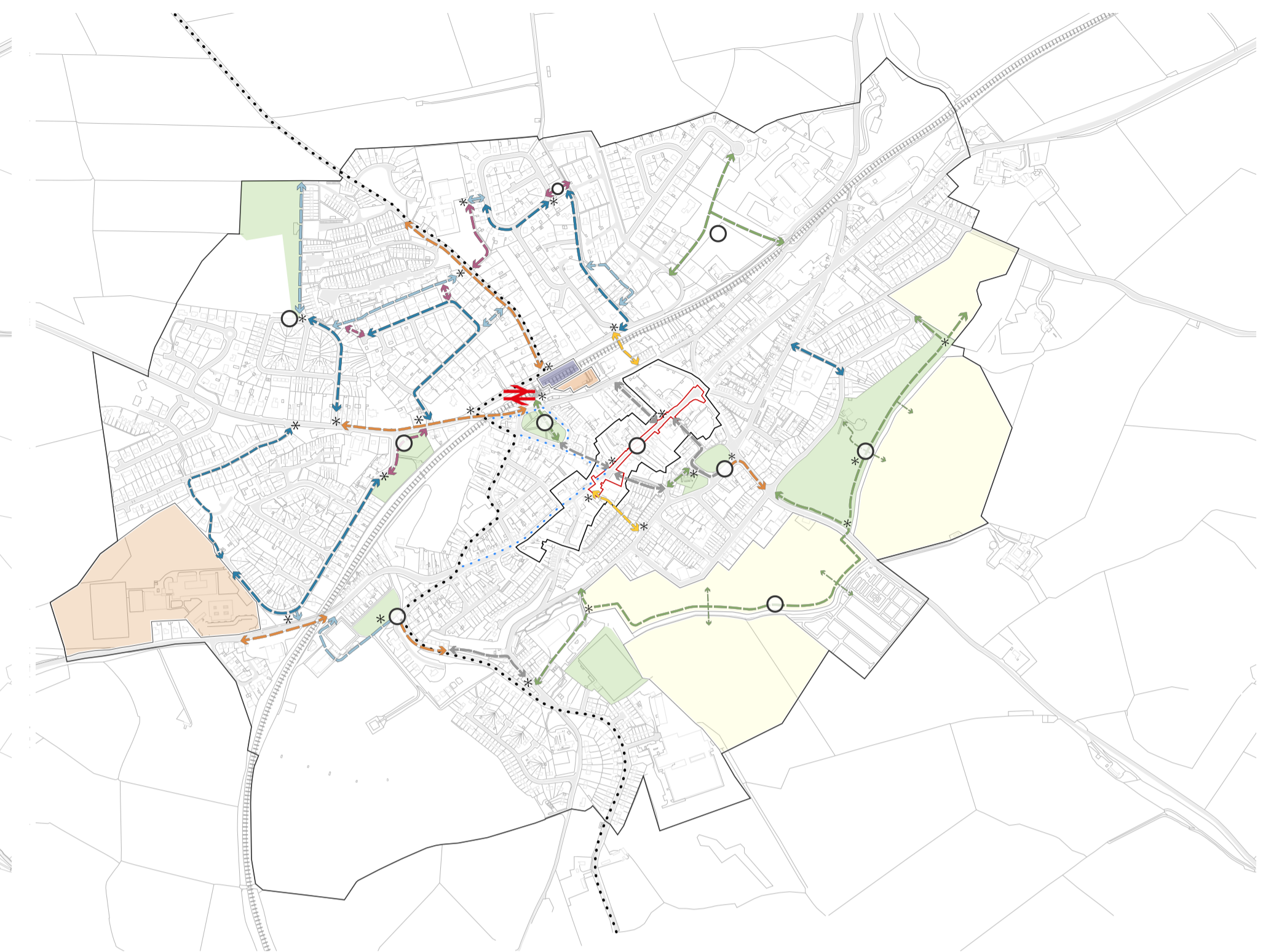
Each group is subdivided into individual component parts and listed as separate deliverable projects.

This consultation relates to improvements on High Street and the following Town Centre Connections:

- D1 | Greenside and School Vennel
- D2 | Castle Street
- D3 | Railway Crossing Improvements

Further detailed information on the design proposals for these areas can be found on the 'Outline Proposals' board.

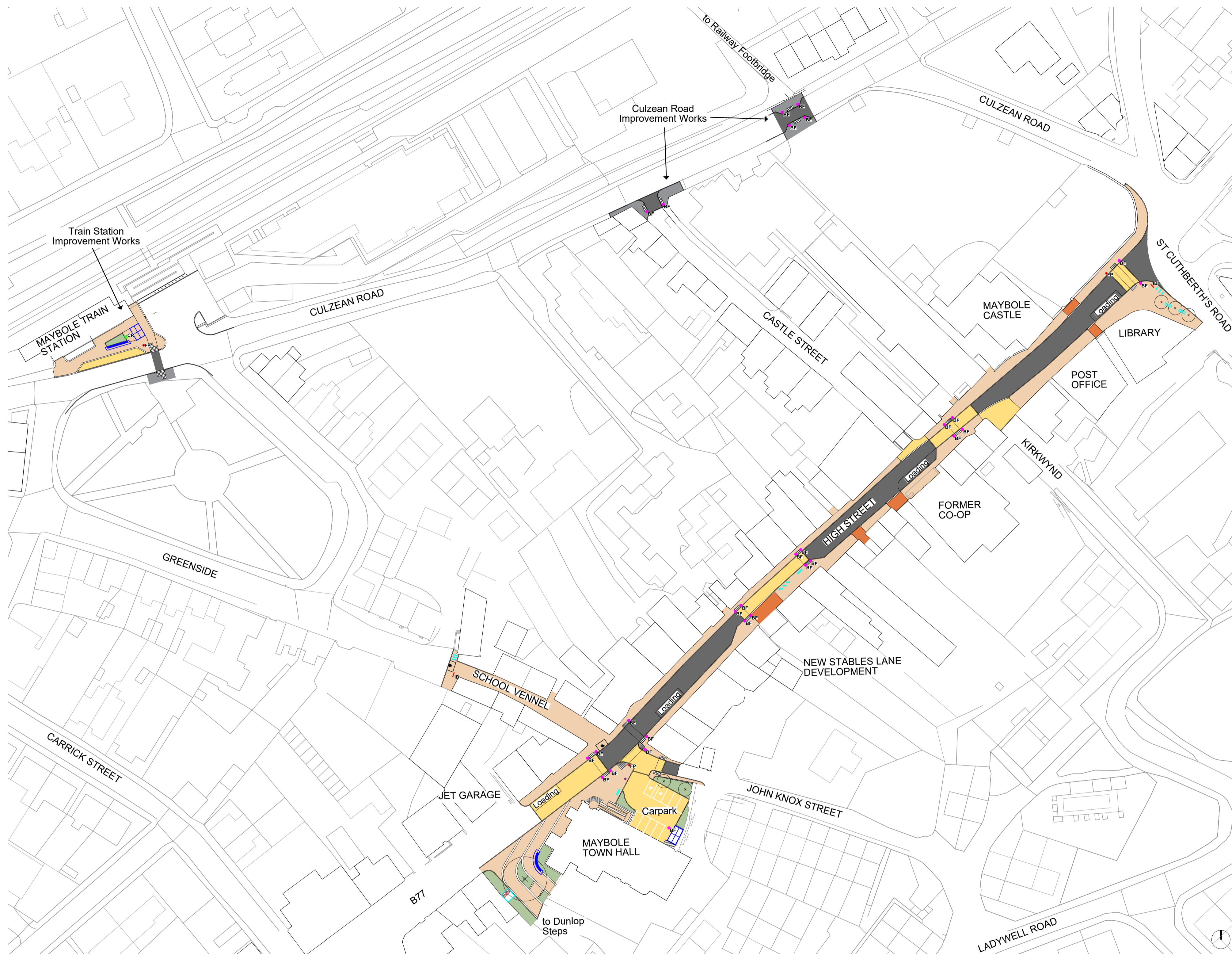
Access Framework Strategy - Part 2



- Town Centre
- Community Facility
- Train Station
- Open Green Space
- Housing Allocation Site
- National Cycle Route 7
- National Cycle Route 7 - Proposed Diversion
- High Street Public Realm Improvements
Narrowing road carriageway and widening pedestrian pavements
- Existing Path Link Improvements
Path potentially suitable for upgrade e.g. widening, resurfacing, drop kerbs etc
- Existing Residential Road Improvements
Road potentially suitable for upgrade to quiet road standards e.g. traffic calming and speed restrictions etc
- Existing Busy Road Improvements
'A' and 'B' class roads potentially suitable for traffic calming, widened pavements and dedicated cycle infrastructure where appropriate
- Existing Town Centre Vennel Improvements
Narrow Town Centre vennels potentially suitable for deployment of shared surface treatments
- Existing Stepped Improvements
Existing key stepped routes suitable for upgrade to improve pedestrian access
- Proposed Greenway Routes
Potential shared off-road cyclist and pedestrian routes
- New Path Proposals
Proposed new path connections
- Placemaking Opportunity
- Improved Wayfinding Features

Access Framework Masterplan Part 2

The Access Framework Masterplan Part 2 provides further detail on the outline design proposals for enhancement of active travel routes in Maybole. As well as outlining the proposals for access improvements the plan identifies locations that would benefit from environmental improvements and signage.



- | | | | |
|------------------|--|----------------------------|--------------------------|
| Hardworks | | Benches & Seats | |
| | P1: Granite Slabbed Footway | | Bespoke Seating Wall |
| | P2: Granite Slabbed Continuous Footway | | Bollard - Fixed |
| | P3: Granite Cubed Carriageway | | Bin Hub Screen with Gate |
| | A1: Asphalt to Carriageway | | Cycle Repair Station |
| | A2: Asphalt to Footway | | Town Hall Litter Bin |
| | T1: Tactile Paving | | Interpretation Board |
| Softworks | | | Finger Post |
| | Soft Landscaping | | Beacon Lighting |
| | Existing Trees | | |
| Furniture | | | |
| | Cycle Racks | | |
| | Cycle Shelter | | |

Outline Proposals

Once the preferred traffic option was established outline design proposals were prepared for Maybole High Street and satellite sites along Culzean Rd for discussion with key stakeholders:

Maybole High Street

The current concept proposals for High Street include:

- Give-way sections introduced with 3.3m wide carriageways to reduce vehicle speeds
- High quality slabbed footways installed throughout with setted carriageway book-ends forming gateway threshold spaces
- High quality surfacing to define School Vennel and improve interconnectivity
- Maximised footway to improve pedestrian amenity and opportunity for businesses to utilise pavement space
- On street loading bays introduced outside the Post Office, former Co-op, Convenience store and Town Hall to support servicing to businesses
- Resurfacing to Town Hall square and car parking area to improve setting and support diverse community events
- NCN7 diverted through School Vennel to attract more visitors and footfall. This is supported by the introduction of a Cycle Hub adjacent to the Town Hall with associated welfare and cycle servicing facilities
- Increased cycle parking provision at key heritage assets
- Crossing points formalised to support pedestrian flows

Maybole Train Station Connection

- Improved connection between Greenside and Maybole Train Station
- Removed parking from next to railway footbridge to improve access and visual clutter
- High quality surfacing to improve the train station setting and sense of arrival at key transport hub
- Improved signage and wayfinding to support legibility

Improved Crossings & Entrance to Railway Footbridge

- Improved crossing point on Culzean Road with footway build-outs to provide safer crossing and reduced vehicle speed
- Path widened at entrance to railway footbridge access to improve visibility and create threshold space
- High quality surfacing to define Castle Street threshold and improve connection to the high street
- Improved signage and wayfinding to support legibility

Existing High Street Spatial Arrangement



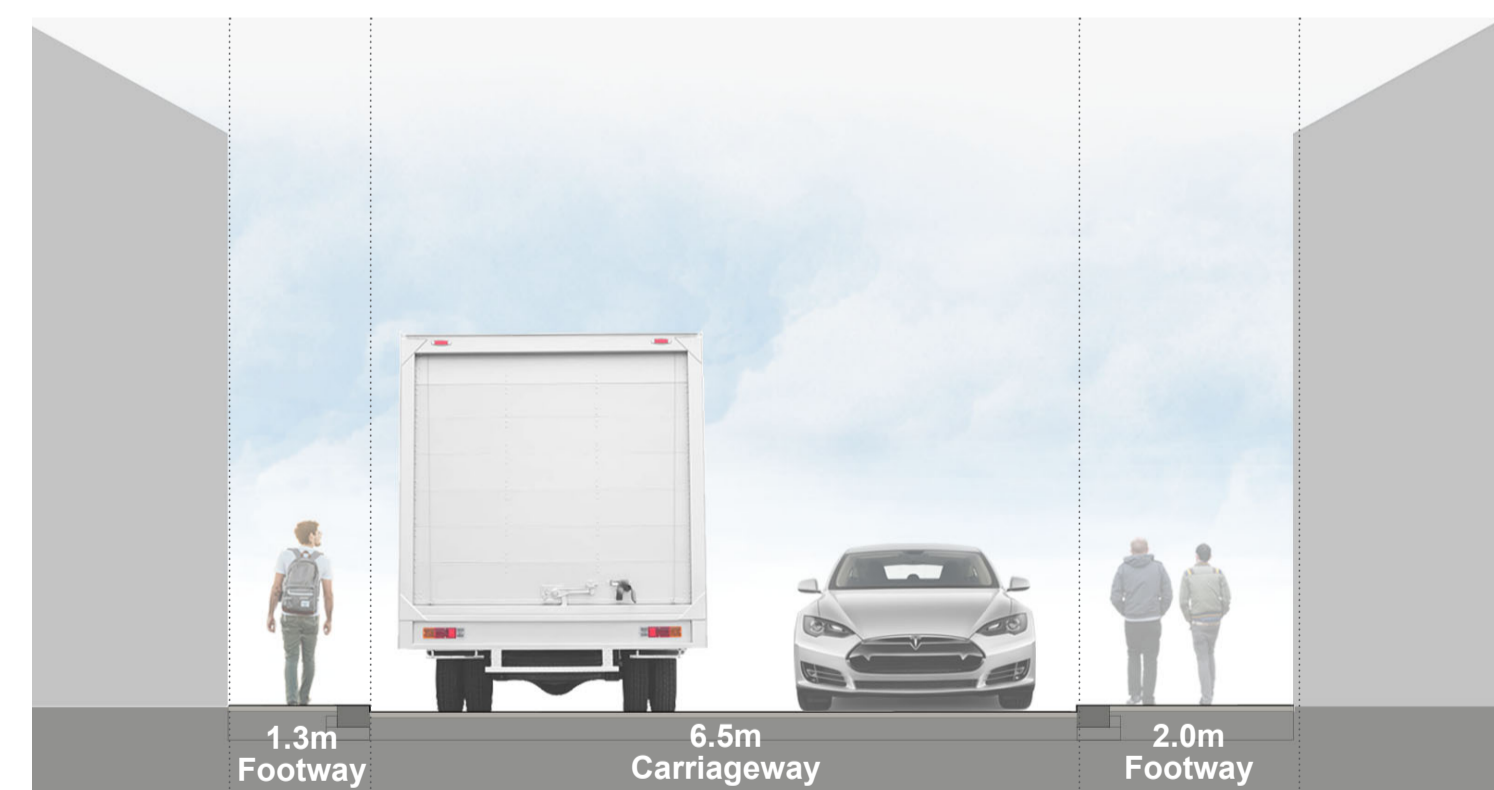
Maybole High Street Plan Showing Existing Footway & Carriageway Area

Proposed High Street Spatial Arrangement

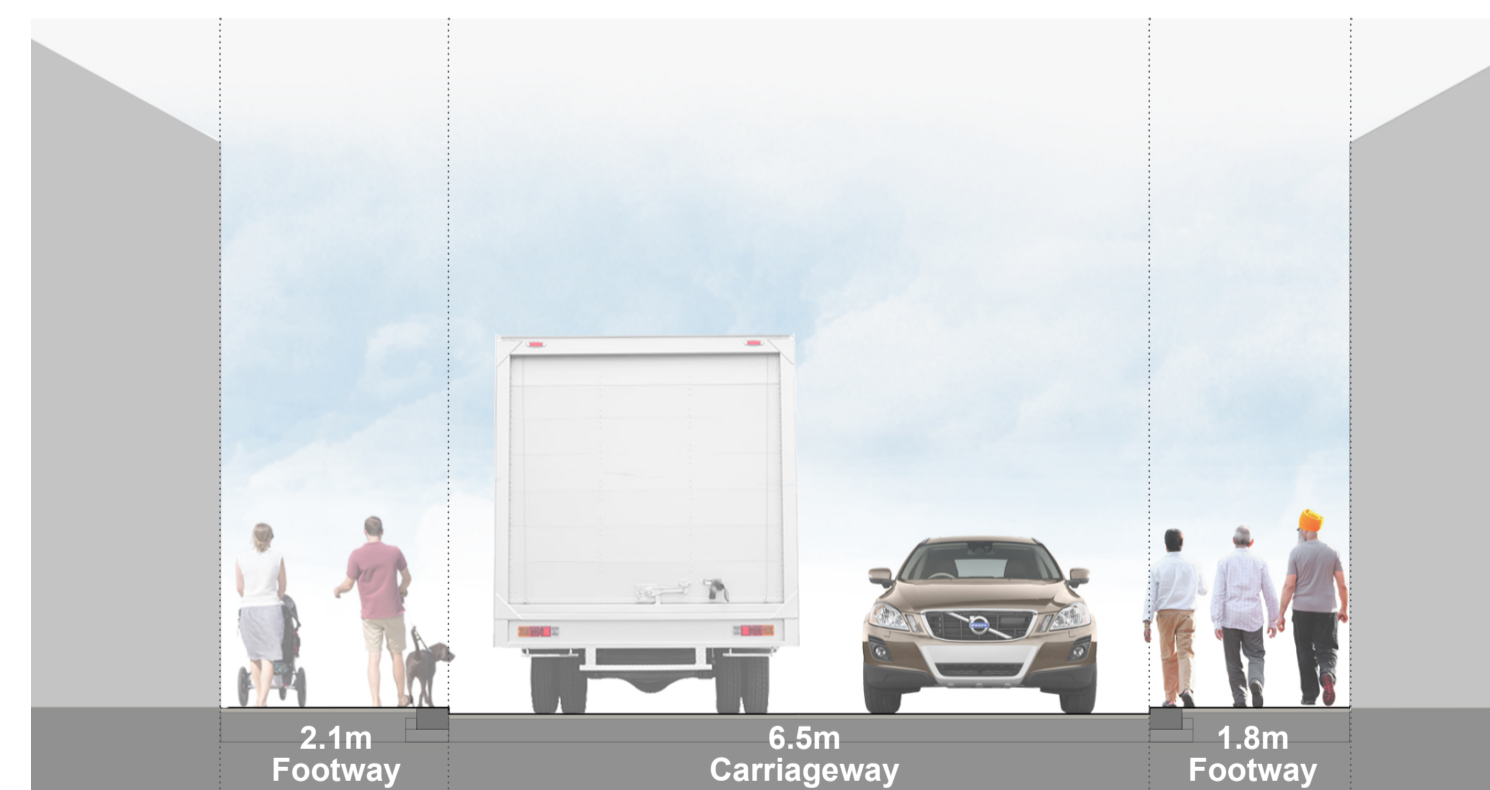


Maybole High Street Plan Showing Proposed Footway & Carriageway Area

Section 1 Existing High St Dimensions Outside Former Co-op Supermarket



Section 2 Existing High St Dimensions Outside Bank of Scotland



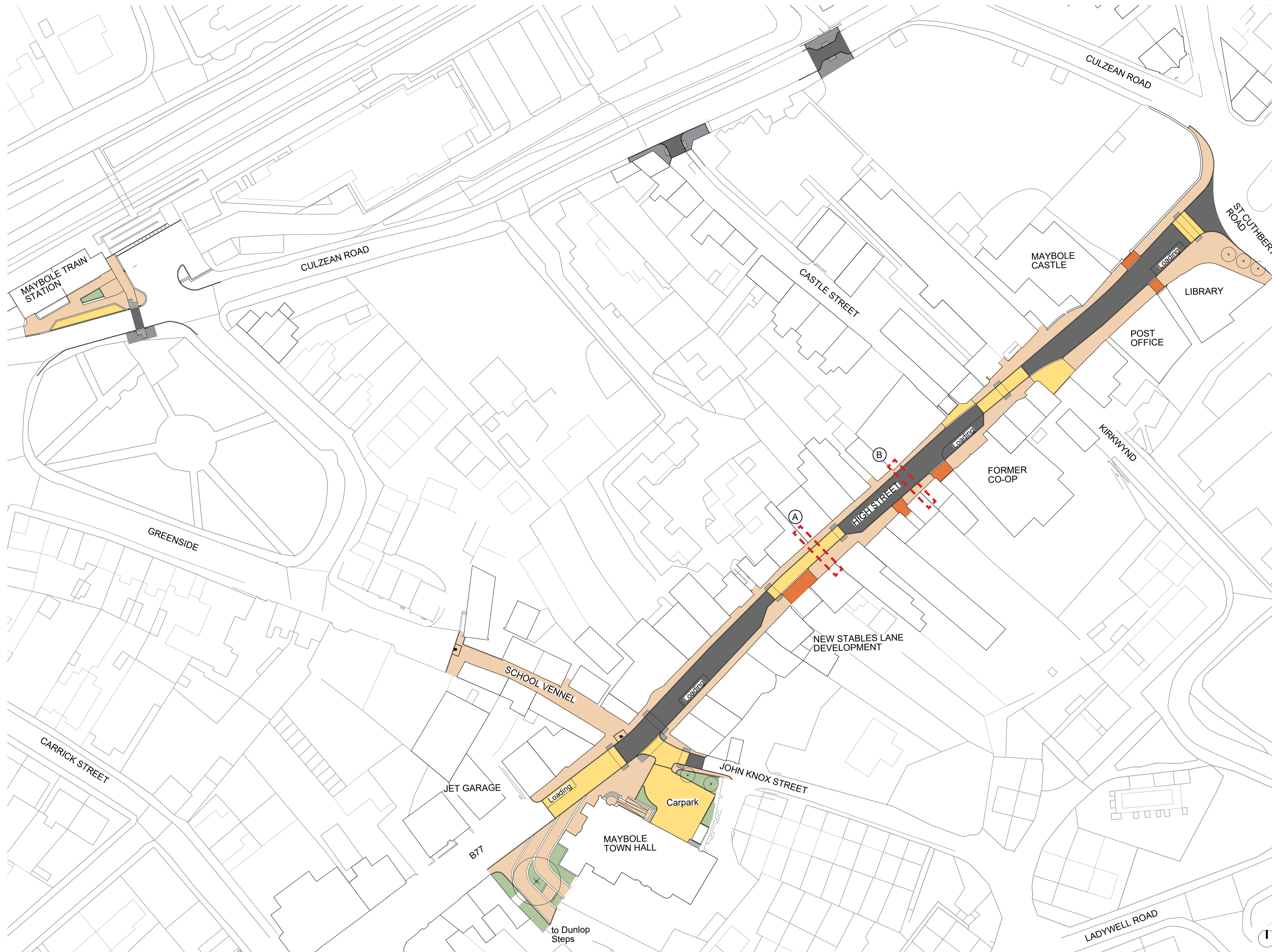
Section 1 Proposed High St Dimensions Outside Former Co-op



Section 2 Proposed High St Dimensions near New Stables Lane Entrance



Sections



Mixed European Granite

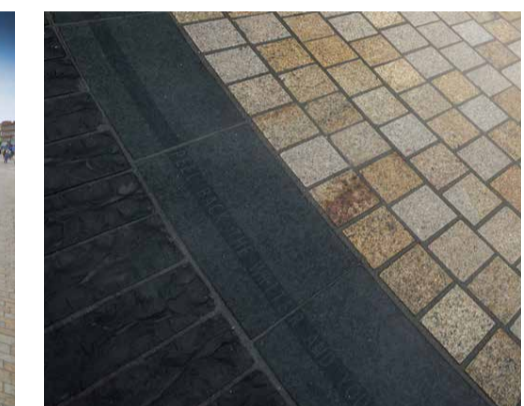
- European granite relatively cost effective
- Very strong and durable
- Dynamic tonal variation
- Warm tones sympathetic to Maybole historic building facades
- Excellent range of finish options
- Excellent range of sizing options
- Suitable for an extensive range of applications
- Can receive inscriptions, inlays and other artistic interventions



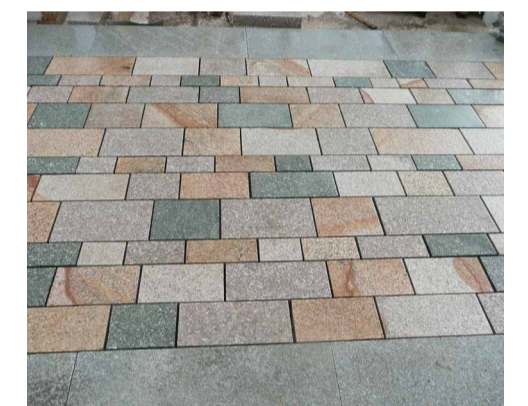
Granite paving
Hull City Center Public Realm, UK



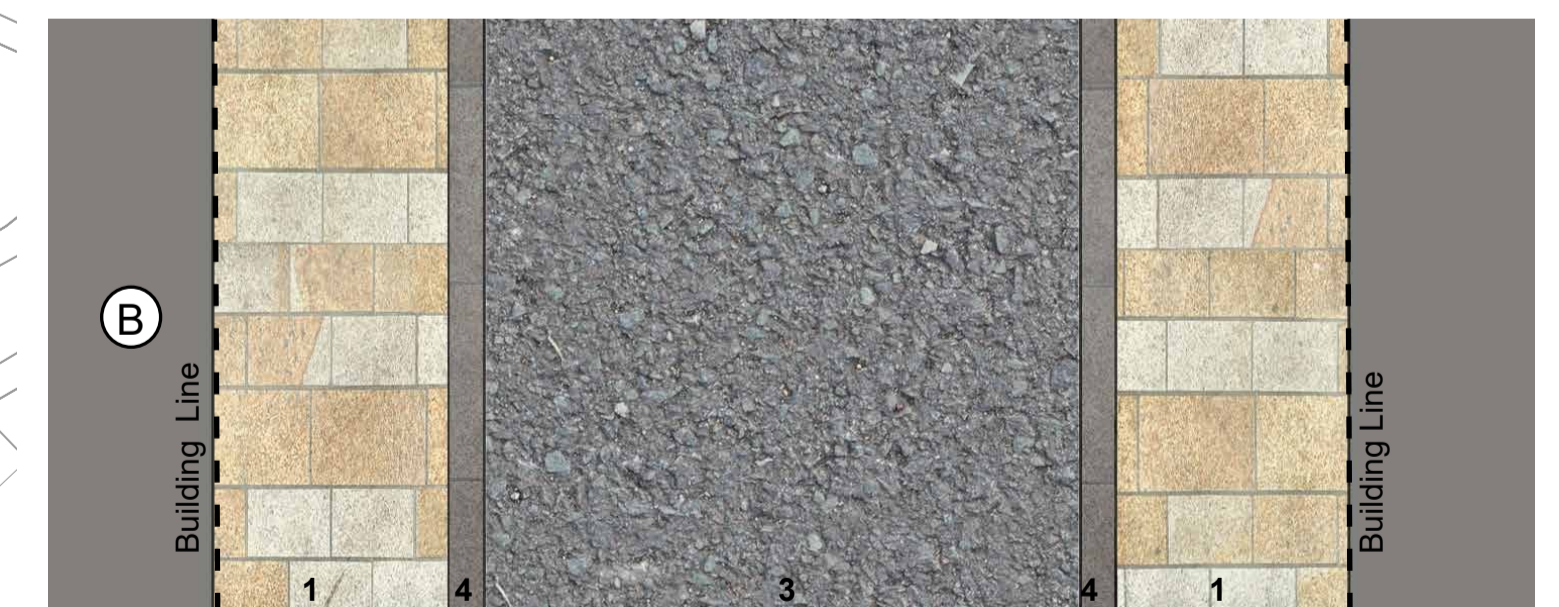
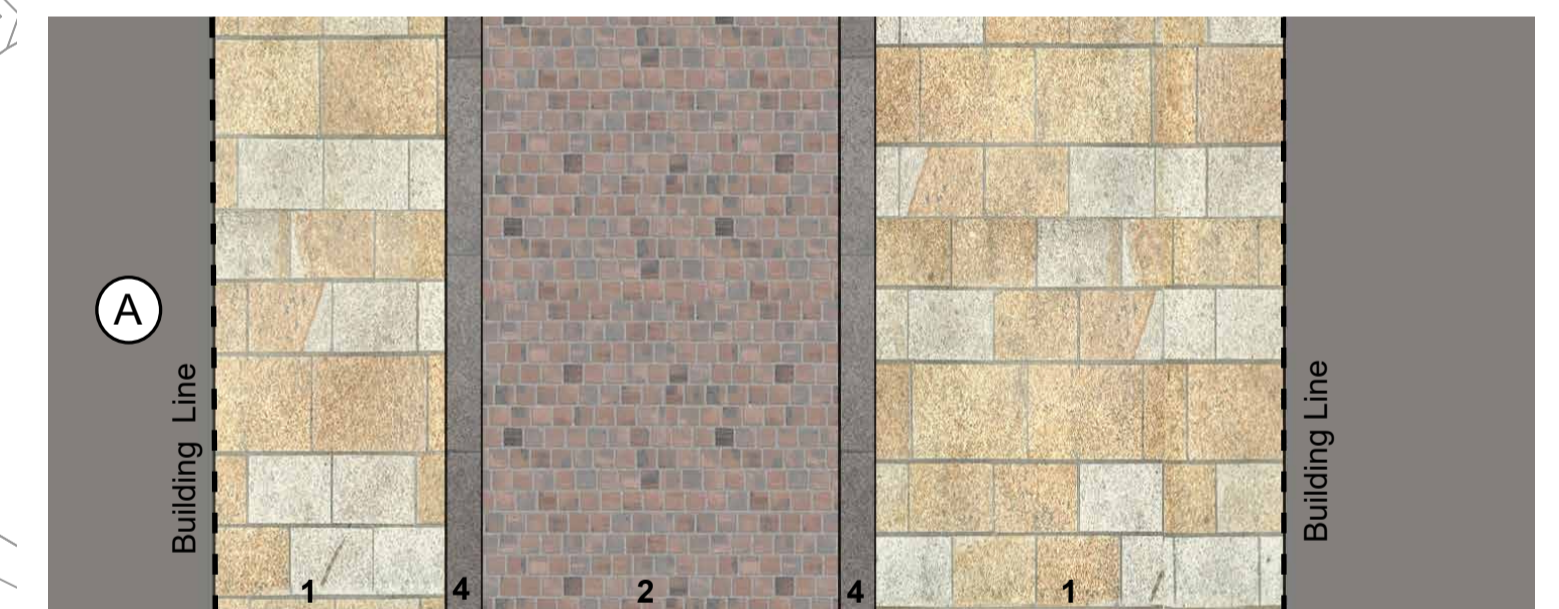
Granite paving
Hull City Center Public Realm, UK



Granite paving
Hull City Center Public Realm, UK



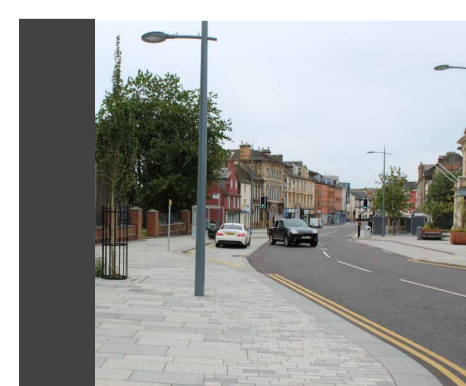
Granite paving colour mix
University of Glasgow, by LUC Glasgow



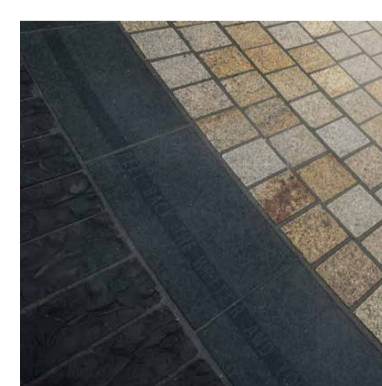
1 Slabbed Footways & Crossovers
Material: Granite
Origin - Portugal
Colour - Lustre Leve
Multi
Finish - Flamed



2 Cubed Carriageway
Material: Granite
Origin - Portugal
Colour - Conch Rosa
Finish - Flamed



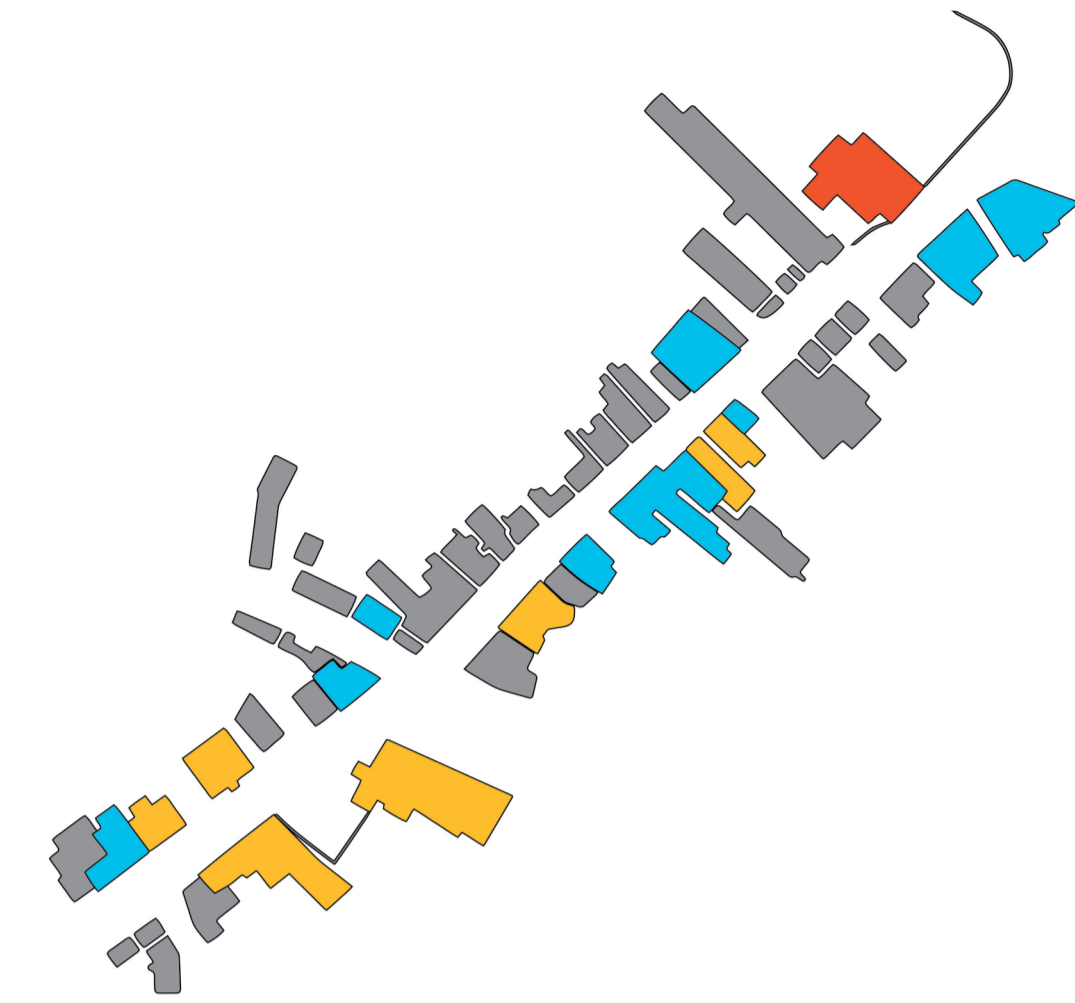
3 Asphalt Carriageway
HRA with white chippings



4 Kerbing
Material: Granite
Origin - Portugal
Colour - Céu Noturno
Finish - Fair picked

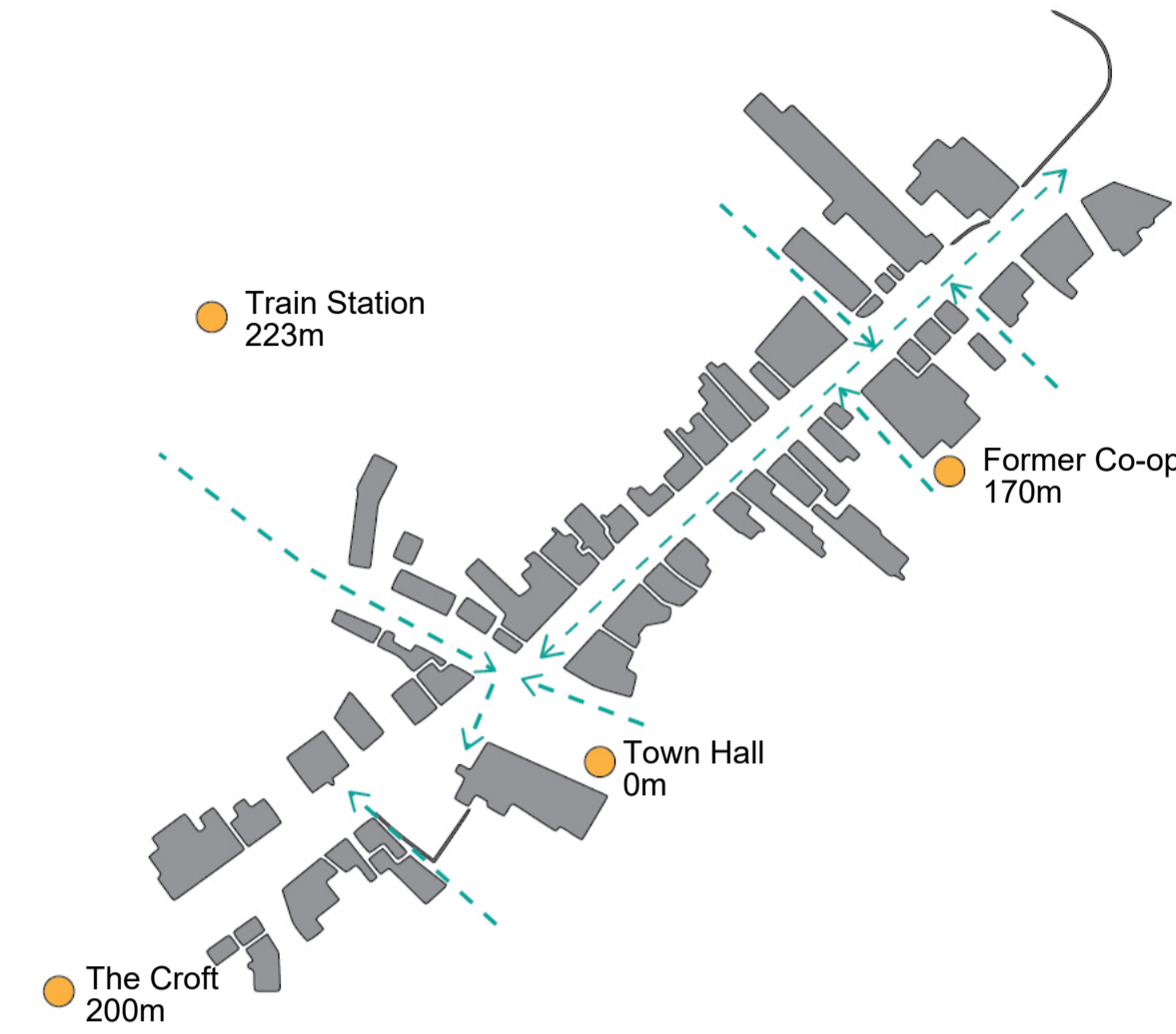
Analysis Plans

Listed Buildings



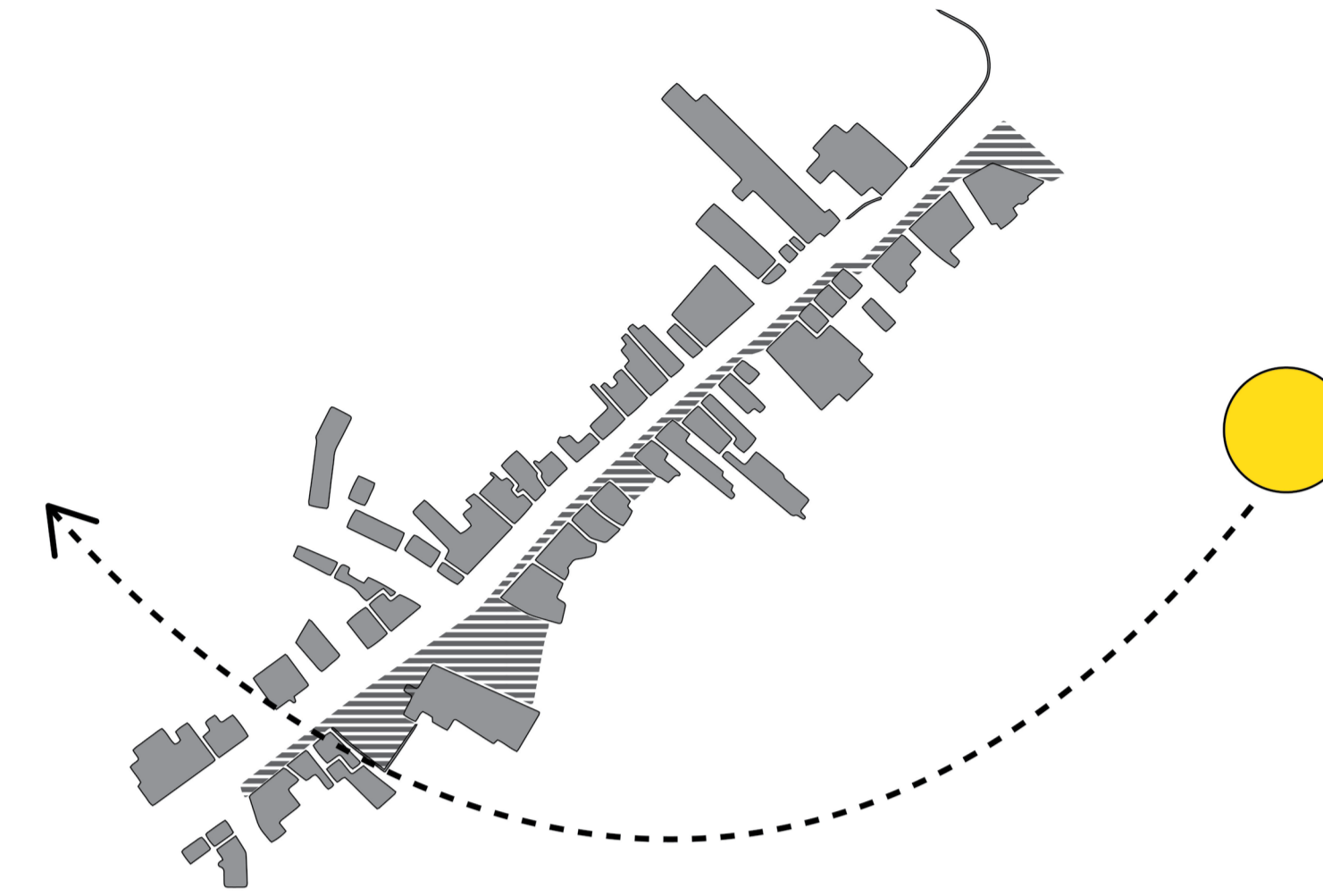
- Category A Listed
- Category B Listed
- Category C Listed

Key Pedestrian Desire Lines



- - - - - Pedestrian Desire Lines
- Public Carparks (distance from Town Hall)

Sun Path Analysis



- ▨ Shaded Side of Street

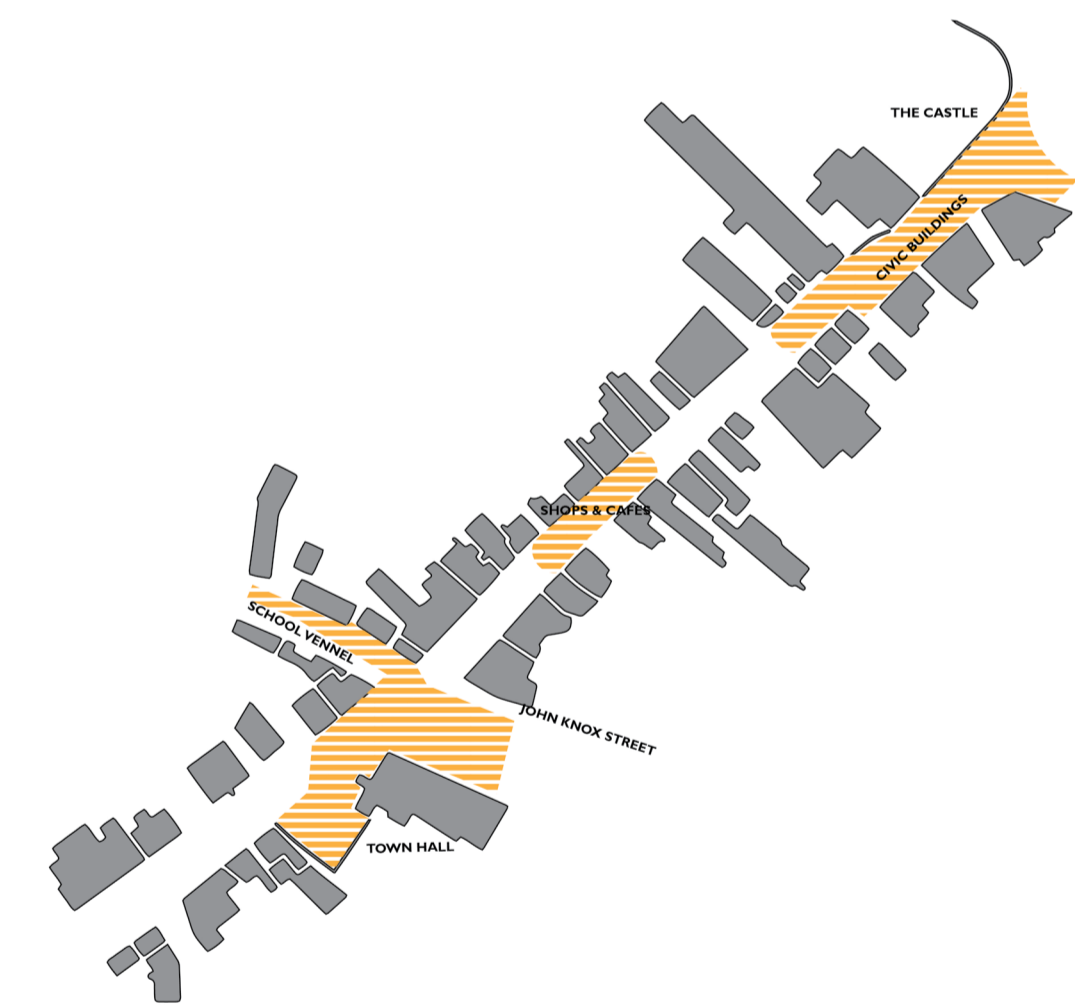
Landmarks and Visual Aspects



- Landmark Buildings
- Visual Punctuation Points
- Key Facades
- Key Views

Design Principles

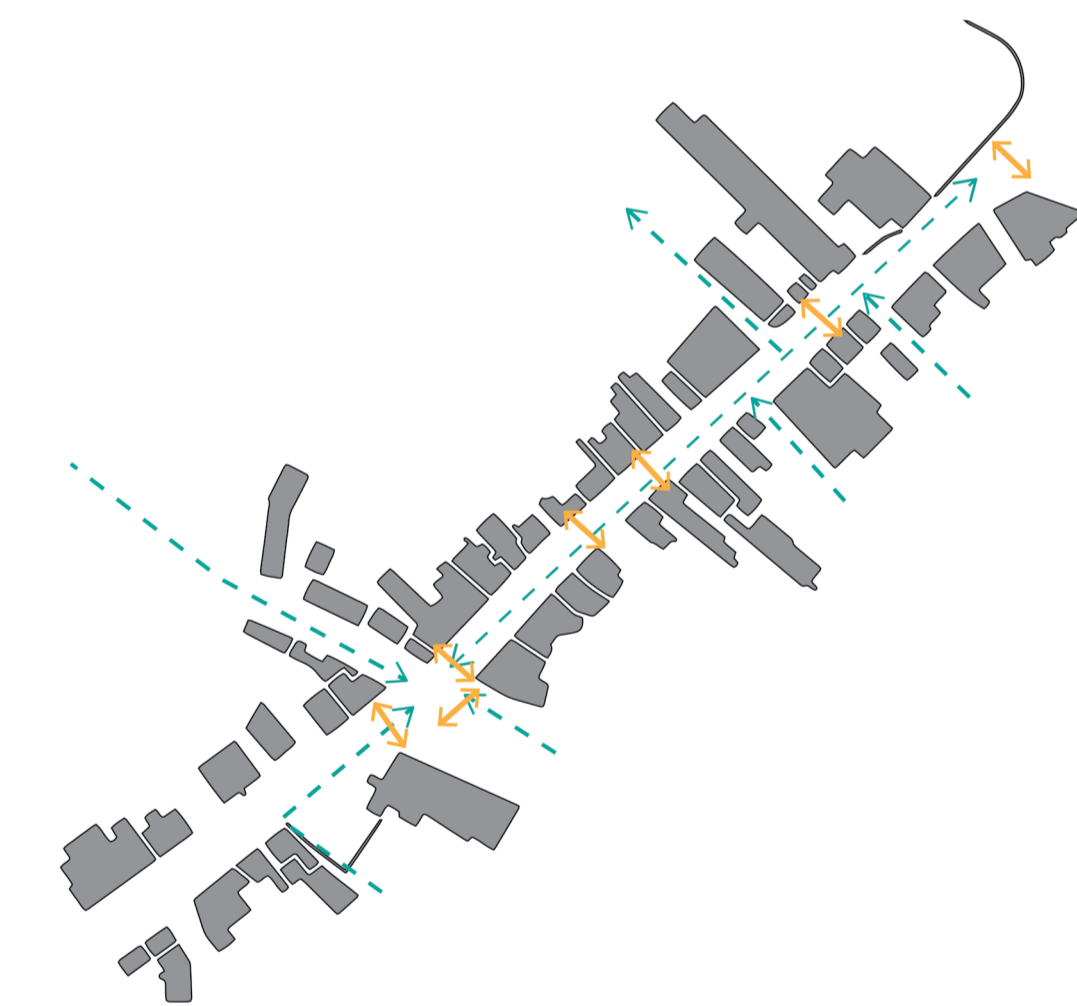
Maximise Pedestrian Space



- ▨ Maximise Pedestrian Space

Expand pavement where possible to maximise pedestrian space and create more opportunities for active frontages and events

Safe Pedestrian Movement



- - - - - Key Pedestrian Routes Into The High Street
- ↔ Uncontrolled Crossing

Facilitate safe pedestrian movement including a number of uncontrolled pedestrian crossings

Traffic Circulation and Loading



- ← One-way Single Width Carriageway
- ↔ Two Way Carriageway
- - - - - Single Width Carriageway with Give-way
- ▭ Loading Bays

Facilitate two way traffic movement, but introduce traffic calming measures in the form of single width carriageway sections with give-way points.

Introduce loading at strategic locations to serve key businesses without impacting traffic flow.

High Street Gateway Thresholds



- ▨ Core Area Gateway Thresholds

Introduce gateway points with higher quality materials to highlight and improve the setting of historic buildings and create a sense of arrival.

Analysis and Design Principles

Town Hall Square

Current



Proposed



Castle Gateway

Current



Proposed



Visualisation