

Environmental Statement

10. PEDESTRIANS, CYCLISTS, EQUESTRIANS AND COMMUNITY EFFECTS

10.1 Introduction

In this chapter consideration of the pedestrians, cyclists, equestrians and community effects directly associated with the section of the A77 between Dutch House Roundabout and Spittalhill Interchange embraces the potential temporary and permanent access effects on residential properties, community facilities, recreation and amenities, public services and local businesses, as well as the potential loss of land used by members of the public and public road safety issues created by the Scheme construction and operation.

Other environmental disciplines contributing to the Environmental Statement such as Landscape and Visual Amenity, Noise & Vibration, Vehicle Travellers, Construction Disruption, etc have considered construction and operational effects which have a potential community impact relevance. However, the specific assessment of the potential effects of these other environmental disciplines is provided in the relevant Environmental Statement chapters and does not form part of this community effects chapter.

10.2 Methodology

The community effects assessment has been undertaken with reference to recognised methodologies including the guidance contained in the Design Manual for Roads and Bridges Volume 11 (DMRB Vol 11) with regard to the potential changes to the way that existing non vehicular and local vehicular traffic access routes are used, the effects to local community facilities and land uses and the potential mitigation measures that may be implemented as a result. Reference has also been made to the Scottish Natural Heritage (SNH) "A Handbook on Environmental Impact Assessment" (Appendix 5: Countryside Access Assessment) in respect of issues and considerations relating to countryside access for recreation and leisure participation.

The community assessment methodology embraces a number of key considerations for existing receptors contained within, and, in proximity to, the Scheme and these are highlighted below. The checklist of community effects considered in this chapter include:

- Permanent or temporary restriction of access or severance of access to residential, community and other civic facilities;
- Permanent or temporary loss/closure of community or civic facilities;
- Permanent or temporary restriction of access or severance of access to commercial properties;
- Permanent or temporary closure of commercial properties;
- Permanent or temporary severance of public recreational routes e.g. cycleways, public Rights of Way (RoW), bridleways, etc; and

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- Scheme impacts on existing local vehicular journey routes.

The assessment of the potential effects of the Scheme has been undertaken as follows:

- Identification of a particular community effect;
- Consideration of the Magnitude of the effect (based on its spatial scope and the degree of change that will result); and
- The scales adopted for the Magnitude of the effects as shown in Table 10.1 below;

Table 10.1: Magnitude Scales

<i>Level of Magnitude</i>	<i>Definition</i>
Severe	Total loss or major change to the community baseline conditions
Moderate	Partial loss or change (but not fundamental change) to the community baseline conditions
Slight	Minor loss or change to the community baseline conditions
Negligible	No perceptible loss or change to the community baseline conditions

- Consideration of the Sensitivity of the community receptor – a judgement as to the importance or value of the receptor, and its resilience to cope with changes resulting from the community effect. A scale of sensitivity of the receptor has been defined as Negligible, Low, Medium, High and Very High; and
- Determination of the significance of each effect by considering both the Magnitude and Sensitivity of the community receptor as summarised in Table 10.2 below.

Table 10.2: Significance of Effects

<i>Magnitude of Effect</i>	<i>Sensitivity of Receptor</i>				
	<i>Very High</i>	<i>High</i>	<i>Medium</i>	<i>Low</i>	<i>Negligible</i>
Severe	Substantial	Substantial	Moderate	Minor	Negligible
Moderate	Moderate	Moderate	Minor	Minor	Negligible
Slight	Moderate	Minor	Minor	Negligible	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible	Negligible

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A qualitative judgment for the determination of Significance has been adopted and only those effects that fall within the “Moderate” and “Substantial” categories are considered to be Significant.

Following the determination of the effect, its nature and significance are then described. The scope of these can include: beneficial, neutral or adverse; direct or indirect; temporary or permanent.

Mitigation measures have been identified to minimise the community access effects of the proposed Scheme as far as possible within the technical constraints of the project. The mitigation is designed to prevent, reduce or offset the potential effects upon the community baseline conditions.

10.3 Consultations

Consultations were undertaken with a range of organisations and individuals. These consultations were carried out, in part, to gather baseline information on the existing community facilities, activities and characteristics in the study area as well as seeking opinions to the Scheme proposals. For the complete Consultee Response Schedule see Chapter 1.

10.4 Baseline

Table 10.3 summarises the population age profile of residents contained in Symington. This village will be directly affected by the proposals for the A77 Symington and Bogend Toll.

Table 10.3: Population Profile

<i>Age Group Bands</i>	<i>Population Totals</i>
0 – 4 years	48
5 – 15 years	158
16 – 29 years	116
30 – 44 years	258
45 – 59 years	219
60-- 74 years	180
75+ years	69
Total	1,042

(Source: SCROL 2001)

The following sections provide a comprehensive baseline description of a range of community facilities within the proposed Scheme area in, and in proximity to, the project area.

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Although the village of Symington supports a small parade of shops, these are at some distance from the other facilities including the primary school, the public library and a medical clinic. Recreational facilities are located at Shaw Park, which includes playing fields and a pavilion, a play park, a bowling green and tennis courts.

10.4.1 Pedestrians

There is an existing combined footway/cycleway adjacent to the northbound carriageway from Dutch House to Bogend Toll. There is no footway on either the northbound or southbound carriageways between Bogend Toll and Spittalhill. This is to change with the proposals indicating a new footway/cycleway as part of the upgrading works. The only section of footway that exists on the southbound carriageway is between Bogend Toll and the access road to Whitelees.

At the public exhibition in 2004, local residents were asked to complete a questionnaire. The feedback highlighted a number of locations where residents and their families cross the A77. The locations are as follows:

- Dutch House Roundabout
- Brocket
- Rosemount
- Underwood
- Hansel Village
- Symington Road South
- Symington Road North
- Helentongate
- Whitelees
- Balbir's
- Bogend
- East Lodge (Coodham)

At these locations pedestrians are required to utilise the central reserve gaps. This includes crossing the A78 at Dutch House Roundabout. At present the only safe crossing point for pedestrians is the footbridge located at Hansel Village.

Non-motorised users will be provided with two new grade-separated crossings of the A77 via the overbridges at the Symington and Bogend Toll Junctions. A new footway is proposed in the southbound verge between Whitelees and Helentongate to extend the existing footway from Bogend Toll.

As well as footways on the new junctions, new footway is proposed to be provided along the re-aligned Symington Road South between the village and the Symington Junction and on the Whitelees Link Road and existing B730 road to connect to the Bogend Toll Junction.

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10.4.2 Cyclists

Provision for cyclists currently consists of the combined footway/cycleway along the northbound carriageway of the A77. The existing footway/cycleway begins at the Dutch House Roundabout and it is proposed to make use of the existing farm underpass at the roundabout to avoid crossing the A78 dual carriageway at-grade.

The existing footway/cycleway terminates at Bogend Toll and it has been reported that cyclists use the carriageway. The provision of a new footway/cycleway extends the existing shared-use facility in the northbound verge from Bogend Toll through to Spittalhill Interchange and would complete a section of cycleway between Ayr and Kilmarnock. The new facility is assumed to be 2.0m wide and separated from the northbound carriageway by a 1.0 metre wide grass verge and is largely contained within the existing road boundary. However, near to the Bogend Toll Junction, the A77 is raised on an embankment that may need some local widening to accommodate the new facility.

The Bogend Toll junction will allow cyclists safer crossings of the A77 dual carriageway between the B730 east and west and between the A77 cycleway and the B730 east.

10.4.3 Equestrians

There are two properties within the study area that have equine interests, Rosemount and The Paddock. Both properties have stables and exercise areas on the site. There is also an equestrian centre to the rear of Coodham Estate. In addition to the businesses mentioned, there are several individuals who appear to have an equine interest. These are Templands, Helens Lea and Flatfield. The Eglinton Branch of the Pony Club is also located at the Hansel Village. There have been reports of equestrians crossing the A77 at Bogend, but at present there is no data to support this.

10.4.4 Community Facilities

There is a number of communities/properties peripheral to the A77. These include Bogend Toll, Whitelees, Helentongate Farm, Jeanfield Farm, Hansel Village, Rosemount and Brocket. Pedestrians who reside in these communities require to cross the A77 in order to access the services available in Symington.

Owners of properties accessed from the southbound carriageway must cross the A77 to access community facilities and cross again to return to their homes. Farmers must also access fields directly from the A77.

Community facilities that exist in the area are all located within Symington village. These consist of the following:

- Mini recycling centre;
- Primary School (Non-Denominational);
- Library;
- Parish Church;

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- Post Office;
- A small retail area; and
- Shaw Park recreation area.

Coodham Estate is located at the northern end of the study area, in close proximity to the Bogend Toll. It is a wooded country estate, which has been neglected for years but is currently being developed for high quality housing. The estate is abundant with wildlife, both flora and fauna, and provides a tranquil setting for local people to walk and relax.

The Bogend Toll is where the A77 meets the B730. The Woodside Cattery is located off the B730 on the section that runs off the northbound carriageway of the A77. The B730 that runs off the southbound carriageway has commercial businesses on it close to the A77: the Foam Centre, Hayes Garden Centre, Secure Caravan Parking and J & M Sommerville animal feeds.

Heading south from the Bogend Toll on the southbound carriageway is Balbir's Indian restaurant. The access point to this restaurant is proposed to be stopped up and access will be gained from the new stretch of road that will run from the B730 to Whitelees.

At Whitelees there are houses on the southbound carriageway. The proposed works on the A77 will impact these houses. The access will be altered, as the junction at the southern end of Whitelees on the A77 will be stopped up as well as the central reservation at this point. Residents at Whitelees wanting access to and from the A77 will make use of the proposed new side road between Whitelees and the proposed Bogend Toll Junction. There, there are merge and diverge tapers onto and off the southbound carriageway of the A77 and for those travellers wishing to travel north there is a bridge over the A77 to connect with the northbound carriageway.

On the opposite side of the A77 from Whitelees, on the northbound carriageway, is Muirend House which is a private residence. The existing access point here is to be retained. Just beyond this junction on the southbound carriageway is Helentongate. At this point the existing central reserve is to be stopped up and the existing junction is to be retained. J Kennedy, First Milk and also Helenton Holstein are all located at this point.

On the northbound carriageway opposite the junction at Helentongate there are two commercial businesses, Scotcourt (Stonemasons) and Solid Surface Concepts. The access point to these businesses from the A77 is at Symington Road North, which is to be stopped up. The new junction onto Symington Road South will gain access to these businesses, although it is a slightly longer route.

At Symington Road North junction with the A77 there are five houses that will be affected by the closure of this access point. Access to Symington Recycling Centre is also available at this junction. It is located within Shaw Park. There is a connection to Shaw Park from Symington Road North, which has a bowling club, tennis pavilion and three tennis courts. There is also a football pitch that is home to Symington Caledonia.

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The church in Symington is a small Norman Church. A Norman Knight, Symon Lockhart, founded it in the 12th Century. In 1252 the Church was granted to the Trinitarian Monastery at Failford (just outside Mauchline). The church was restored in the 18th Century and again in 1919. Whilst doing this restoration it was discovered that the earlier restoration had covered up some marvellous architectural features including an openwork timber roof. The village still retains its original narrow streets and is classified as a conservation area.

Symington Primary School is located at Brewlands Drive. It is a single stream primary school with a nursery class attached. Symington Library is located on Brewlands Road and is open four days a week to members of the public. The services available include a lending service, children's library, talking books and microfiche reader.

There is a small retail area in Symington on Brewlands Drive. There is a post office; a coffee shop (Geri's Coffee House); a hairdresser's (Angela's); Symington Pharmacy; Bilal's Tandoori; T.D. Kirkland Off Sales; and Symington Stores (local convenience store).

There is a pub in Symington, the Wheatsheaf Inn, which is located on the corner of Main Street and Symington Road South. There is also a Community Hall located on Main Street.

Adjacent to Symington Road South and close to the A77, there are houses at Stockbridge and numbers 3, 5 and 7 Kilmarnock Road, which will benefit from the stopping-up of the existing Symington Road South junction.

Opposite Symington Road South there is junction on the southbound A77 for Jeanfield. This is a farming property and there are no community facilities. The access point to this farm will be closed. Alternative access will be available through the new road linking Jeanfield to the new junction at Symington Road South. On the northbound carriageway the access point at Danepark will be retained. There is a bed and breakfast at Danepark.

Hansel Village is located off the southbound carriageway of the A77. Hansel Alliance is the operational arm of Hansel Foundation that began in Hansel Village nearly 40 years ago. In 1962 its founders Isobel and Tom Murdoch, providing support to six young people, purchased the site. By the mid-1980s the organisation had evolved into an integrated community setting – offering living, vocational, educational and recreational facilities for over 100 service users.

In the last 15 years, Hansel has changed significantly and is now a complex organisation with a turnover of £6m, employing around 370 staff. Currently most Hansel service users live in their homes in the community and access a range of services such as housing support; social, leisure and recreational services; supported employment services, including Workprep and Personal Development Planning.

The services provided by Hansel include the following:

Residential accommodation and supported living: there is a residential service, specifically focusing on people with learning disabilities and dementia, based on the Broadmeadows site.

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Individual Support: Hansel provides one-to-one support for people to enable them to fully participate in the social and economic life of their community, whether this is shopping, sports or social activities.

Employment: Hansel provide a range of tailored and articulated activities that support people from the stage of starting to think about employment (Personal Development Programme) through work placement (Work Preparation Programme) to Supported Employment (Workstep Programme).

The Fairway Project: Fairway provides social inclusion opportunities through the use of peer mentors (non-disabled people), and provides information and support for young people and their families through its professional facilitators. Fairway helps build circles of support for young disabled people.

There is also a pedestrian bridge at the Hansel Village Junction allowing a safe access route for pedestrians to get across the A77. There are two main points of access to Hansel Village, both of which will be retained. There is a third access point at the southern end of Hansel Village that provides access to Langlands House which will also be retained. Where accesses are retained they are left in and left out and the central reserve will be stopped up. There are two lay-bys at Hansel Village for the exclusive use of buses.

The access point to Low Wexford Farm is to be retained as will the access point to Hillhouse Farm. The access point from the A77 to Rosemount is also to be retained. Rosemount is a Riding School with various facilities for horses. The access onto the A77 at Brocket Farm will also be retained.

Where accesses are retained they will act as left in and left out and the central reserve will be stopped up.

10.4.5 Bus Services

The public bus service currently runs between Ayr and Kilmarnock using the A77 and accesses Symington via the Symington loop. There are two school buses that pass through the Study Area. It is assumed that both buses serve Prestwick Academy and therefore run north to south in the morning and south to north in the evening.

There are various bus services that operate on the A77 that pass the Study Area. All of these services will be directly impacted by the work carried out on the A77.

At Hansel Village, the existing northbound bus lay-by and southbound bus lay-by are retained unaltered.

There is also a proposed turning circle for buses located at Symington Road North beside Shaw Park. This will be required as the access point to the A77 at Symington Road North is to be stopped up and buses will require somewhere to turn in the village to leave via Symington Road South. Access can be gained to both the northbound and southbound carriageways from the new Symington Junction.

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Table 10.4: Bus Services on the A77

<i>Service</i>	<i>Service Frequency</i>	<i>Bus Operator</i>
X16 Ayr-Kilmarnock-East Kilbride-Hamilton	Monday - Sunday	Stagecoach
4 Glasgow-Kilmarnock- Prestwick International Airport-Ayr	Monday - Sunday	Stagecoach
X77 Glasgow-Kilmarnock-Ayr	Monday - Sunday	Stagecoach
10 Kilmarnock-Ayr	Monday - Saturday	Stagecoach
444 Kilmarnock-Ayr	Monday - Saturday	Stagecoach

10.5 Environmental Effects

The assessment of the significant community effects is based on the Scheme as outlined in Figure 2.3, and is reported below in Tables 10.5 and 10.6. A full summary of the effects and mitigation for the Scheme is available in Chapter 15 Summary of Effects and Mitigation.

The assessment of the impact on journey times was based on DMRB Volume 11 Section 3 Part 8 Pedestrians and Others and Community Effects Section 6. New Severance. The magnitude of the effect is defined as follows:

Moderate: Some residents, particularly children and elderly people, are likely to be dissuaded from making trips. Other trips will be made longer or less attractive, for example:

- Pedestrian at-grade crossing of a new road carrying between 8,000-16,000 vehicles per day (AADT) in the opening year; or
- An increase in length of journeys by 250-500m.

Severe: People are likely to be deterred from making trips to an extent sufficient to induce a re-organisation of their habits. This would lead to a change in the location of some centres of activity or in some cases to a permanent loss to a particular community. Alternatively, considerable hindrance will be caused to people trying to make their existing journeys. Such effects can be brought about by, for example:

- Pedestrian at-grade crossing of a new road carrying over 16,000 vehicles per day (AADT) in the opening year; or
- An increase in length of journeys of over 500m; or

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Table 10.5: Effects of Construction

<i>Feature</i>	<i>Type of Community Effect</i>	<i>Magnitude of the Effect</i>	<i>Sensitivity of the Community Receptor</i>	<i>Significance of the Effect</i>	<i>Significant/Not Significant</i>	<i>Nature</i>
B730 Bogend Toll Junction.	Temporary disturbance to access to/from B730.	Moderate	Medium	Moderate	Significant	Temporary, Adverse, Reversible
Whitelees Link Road between Bogend Toll and Whitelees	Temporary disturbance to unclassified road at Whitelees to the A77.	Moderate	Medium	Moderate	Significant	Temporary, Adverse, Reversible
New accesses to Helentongate farm compound and Jeanfield.	Temporary disturbance to existing accesses.	Moderate	Medium	Moderate	Significant	Temporary, Adverse, Reversible
Trynlaw Link Road from Symington Road North to Trynlaw.	Temporary disturbance to existing junction at Trynlaw.	Moderate	Medium	Moderate	Significant	Temporary, Adverse, Reversible
Symington Junction on the north side of Symington Road South.	Temporary disturbance to A77 during construction of overbridge.	Severe	Medium	Moderate	Significant	Temporary, Adverse, Reversible

Table 10.6: Effects of Operation (continued over)

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<i>Feature</i>	<i>Type of Community Effect</i>	<i>Magnitude of the Effect</i>	<i>Sensitivity of the Community Receptor</i>	<i>Significance of the Effect</i>	<i>Significant/ Not Significant</i>	<i>Nature</i>
New grade-separated junctions and new cycleway	New shared provision for pedestrians and cyclists	Moderate`	Medium	Minor	Not Significant	Permanent, direct
B730 Bogend Toll Junction	New overbridge and slip roads	Moderate	Low	Minor	Not Significant	Permanent, direct
Whitelees	New stretch of carriageway between Bogend Toll and Whitelees	Moderate	Low	Minor	Not Significant	Permanent, direct
Jeanfield	New stretch of road at Jeanfield to new bridge over A77.	Moderate	Low	Minor	Not Significant	Permanent, direct
Trynlaw	New stretch of road from Symington Road North to Trynlaw.	Moderate	Low	Minor	Not Significant	Permanent, direct
Symington	New junction on the north side of Symington Road South.	Moderate	Low	Minor	Not Significant	Permanent, direct
Bogend Toll	Permanent closure of central reservation.	Moderate	Medium	Minor	Not Significant	Permanent

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<i>Feature</i>	<i>Type of Community Effect</i>	<i>Magnitude of the Effect</i>	<i>Sensitivity of the Community Receptor</i>	<i>Significance of the Effect</i>	<i>Significant/ Not Significant</i>	<i>Nature</i>
Access point south of Bogend Toll on southbound carriageway.	Permanent closure of junction.	Moderate	Medium	Minor	Not Significant	Permanent
Whitelees	Permanent closure of access point and central reservation.	Moderate	Medium	Minor	Not Significant	Permanent
Helentongate	Permanent closure central reservation.	Moderate	Medium	Minor	Not Significant	Permanent
Symington Road North	Permanent closure of access point and central reservation	Moderate	Medium	Minor	Not Significant	Permanent
Trynlaw	Permanent closure of access points on both sides of carriageway and central reservation.	Moderate	Medium	Minor	Not Significant	Permanent

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<i>Feature</i>	<i>Type of Community Effect</i>	<i>Magnitude of the Effect</i>	<i>Sensitivity of the Community Receptor</i>	<i>Significance of the Effect</i>	<i>Significant/Not Significant</i>	<i>Nature</i>
Jeanfield	Permanent closure of access point and central reservation.	Moderate	Medium	Minor	Not Significant	Permanent
Symington Road South	Permanent closure of access point to A77.	Moderate	Medium	Minor	Not Significant	Permanent
Hansel Village	Permanent closure of central reservation.	Severe	Medium	Moderate	Significant	Permanent
Underwood Junction	Permanent closure of central reservation.	Severe	Medium	Moderate	Significant	Permanent
Rosemount	Permanent closure of central reservation.	Severe	Medium	Moderate	Significant	Permanent
Brocket	Permanent closure of central reservation.	Severe	Medium	Moderate	Significant	Permanent

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10.6 Mitigation

Mitigation measures have been identified to minimise the adverse effects of the Scheme on pedestrians, cyclists, equestrians and the community. The mitigation is designed to prevent, reduce or offset the potential effects upon the baseline situation. Where appropriate, these mitigation recommendations should be included in the Construction Contract Documents. The recommended mitigation measures during the construction phase for each of the identified impacts at specific locations are summarised in Table 10.7 below.

Table 10.7: Proposed Mitigation measures

<i>Location</i>	<i>Community effect before Mitigation</i>	<i>Mitigation</i>
B730 Bogend Toll Junction	Temporary disturbance to access to/from B730.	Use of temporary traffic lights to control flow of traffic on B730 onto the A77.
Whitelees Link Road between Bogend Toll and Whitelees	Temporary disturbance to unclassified road at Whitelees to the A77.	Use of temporary traffic lights to control flow of traffic on already existing unclassified road if necessary.
New access at Jeanfield.	Temporary disturbance at Jeanfield.	Use of temporary traffic measures to control flow of traffic during construction.
Trynlaw Link Road from Symington Road North to Trynlaw	Temporary disturbance to existing junction at Trynlaw.	Use of temporary traffic measures to control flow of traffic where it crosses existing road at Trynlaw.
Symington Junction on the north side of Symington Road South.	Temporary disturbance to Symington Road South during construction of junction.	Use of temporary traffic measures to control flow of traffic on Symington Road South.
Hansel Village, Underwood Junction, Rosemount and Brocket.	Permanent closure of central reservation, resulting in an increase of journey distances exceeding 500m	No primary mitigation, though the increase in journey distances will be compensated by improved road safety.

10.7 Residual Impacts

Residual impacts are impacts that are likely to remain after the application of the proposed mitigation measures. Where residual impacts are predicted - following mitigation - these are summarised in Table 10.8 below.

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Table 10.8: Predicted Residual Impacts

<i>Location and Community Effect</i>	<i>Mitigation</i>	<i>Predicted Residual Impact</i>
<p>B730 Bogend Toll Junction</p> <p>Temporary disturbance to access to/from B730.</p>	<p>Use of temporary traffic lights to control flow of traffic on B730 onto the A77.</p>	<p>There may be slight increases in journey time due to no turning point as a result of central reserve being closed up. However, the bridge will improve safety.</p>
<p>Whitelees Link Road between Bogend Toll and Whitelees</p> <p>Temporary disturbance to unclassified road at Whitelees to the A77.</p>	<p>Use of temporary traffic lights to control flow of traffic on already existing unclassified road if necessary.</p>	<p>The only access point to the northbound A77 is via the Bogend Toll or the Symington overbridges. Existing access and central reserves stopped up.</p>
<p>New access at Jeanfield.</p> <p>Temporary disturbance at Jeanfield.</p>	<p>Use of temporary traffic measures to control flow of traffic during construction</p>	<p>Access to A77 northbound via overbridge.</p>
<p>Trynlaw Link Road from Symington Road North to Trynlaw.</p> <p>Temporary disturbance to existing junction at Trynlaw.</p>	<p>Use of temporary traffic lights to control flow of traffic where it crosses existing road at Trynlaw.</p>	<p>Access points via Trynlaw and Symington Road North onto A77 to be stopped up. Traffic from Trynlaw and Symington Road North have to access A77 via Symington Road South. This will add on to the overall journey time.</p>
<p>Symington Junction on the north side of Symington Road South.</p> <p>Temporary disturbance to Symington Road South during construction of junction.</p>	<p>Temporary traffic lights to control flow of traffic on Symington Road South.</p>	<p>Access to A77 southbound via overbridge.</p>
<p>Hansel Village, Underwood Junction, Rosemount and Brocket.</p> <p>Permanent closure of central reservation, resulting in an increase of journey distances exceeding 500m</p>	<p>No primary mitigation,</p>	<p>The increase in journey distances will remain of moderate adverse significance. However, there will be indirect benefits from these increased journey distances, with respect to improved road safety.</p>

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10.8 Summary

The Scheme proposals will have a number of temporary and permanent community effects including alterations to access arrangements to residential and business properties including village services and farms. In addition, the Scheme construction and operational requirements will have moderate affect on journeys made by people such as pedestrians, cyclists and equestrians as well as local private vehicular traffic and public transport (bus) users.

However, a range of measures has been proposed in order to mitigate the effects on journeys and the community. These include provision of temporary pedestrian/cycling/equestrian route section alternatives (to avoid temporary severance or loss of recreational amenity) and provision of new local road access links to the A77.

Whilst the new local access routes provision will result in a number of moderate extended net journey distances for local vehicular traffic, these will also create safer access links to/from the A77. Impacts relating to re-aligned or alternative route accesses for pedestrians and cyclists, as a result of the two new grade separated junctions and new cycleway, are estimated to have a minor permanent beneficial impact due to increased pedestrian/cyclist safety.