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## **10. Pedestrians, Cyclists, Equestrians and Community Effects**

### **10.1. Introduction**

10.1.1. The purpose of this chapter is to assess the potential impacts to pedestrians, cyclists, equestrian users and community facilities resulting from the proposed scheme.

10.1.2. This chapter:

- Outlines the baseline conditions;
- Assesses the impact of the proposed development upon the existing baseline conditions;
- Proposes mitigation measures to address the adverse impacts upon pedestrians and the local community; and
- Assesses the residual impact of the proposed development upon the existing baseline conditions with the proposed mitigation measures in place.

10.1.3. Reference to pedestrians, cyclists, equestrians and community effects collectively shall be referred to as 'Pedestrians and Others'.

10.1.4. Amenity can be defined as the relative pleasantness of a journey. It is concerned with the degree and duration of people's exposure to traffic – fear, safety, noise, dust and air quality. The amenity is determined by the following:

- Volume of traffic;
- Speed of traffic;
- Width of footway;
- Distance from traffic;
- Any barriers between pedestrians and traffic;
- Quality of street furnishings; and,
- Plantings.

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## 10.2. Methodology

10.2.1. This assessment has been undertaken in accordance with the DMRB Volume 11, Section 3, Part 8: June 1993. Chapter 9 of this volume states that a Stage 3 assessment should:

- Refine the information on facilities and their catchment areas by asking for information from owners and managers of community facilities about the number and home area of their customers or users. In cases where pedestrians' and others' travel patterns are complex and a scheme could have a major impact, origin/destination surveys should be considered. Where relevant, it is important to estimate separately the numbers of people in vulnerable groups who will be particularly affected. This will usually be done either by including these groups as separate categories if pedestrian counts are made, or by obtaining estimates of the number of users or residents of vulnerable facilities (for example, a primary school, community centre or old people's home);
- Verify the earlier assessment of changes in journey length and amenity and community severance, allowing for any subsequent modifications (for example, to traffic forecasts, or the route alignment or mitigation on which the earlier assessment was based);
- Where cyclists will be significantly affected, obtain the views of the Cycling Touring Club (CTC), and local cycling groups and the local road authority officer responsible for cycling provision on the implications of the preferred route.

10.2.2. A Non-Motorised User Survey (NMU) was carried out on the B7023 Culzean Road and A77 Kirkoswald Road on Friday 2<sup>nd</sup> August 2013 between 11:00-17:30. The purpose of the survey was to determine the level of pedestrian, equestrian and pedal cycle usage along these roads and associated footways. The results of the survey will be used to establish the level of NMU facilities.

### Consultation

10.2.3. Consultation was undertaken as part of the EIA process and included the following consultees:

- South Ayrshire Council (SAC);
- Cycling Touring Club Scotland;
- Sustrans;
- British Horse Society (BHS); and,
- Scotways.

10.2.4. No response was received from SAC, Cycling Touring Club and Sustrans.

10.2.5. Scotways responded to state that "The National Catalogue of Rights of Way does not show any rights of way affected by the area outlined on your plan."

10.2.6. The BHS requested that facilities for non-motorised traffic is multi-use and to make sure any access controls are horse friendly, all crossings and underpasses will potentially be used by horse riders.

10.2.7. Full details of the consultation responses can be found in Chapter 3.

#### **Planning Policy, Legislative Context and Standards**

10.2.8. Planning Advice Note (PAN) 75 Planning for Transport<sup>66</sup> – Planning for Transport provides linkages between transport, including walking and cycling, and land use planning. The general aim of this policy is to achieve better and earlier integration between transport and land use planning at national, regional and local level.

10.2.9. Scottish Planning Policy (SPP) 17 Planning for Transport<sup>67</sup> – Planning for Transport promotes an integrated approach to land use, economic development, transport and the environment. To achieve this requires consideration of the following objectives:

- To meet European and UK commitments and targets on greenhouse gases and local air quality;
- To maintain and enhance the natural and built environment, through avoiding or mitigating adverse environmental impacts, minimising environmental intrusion and retaining, improving and enhancing areas for biodiversity;
- To maintain and enhance the quality of urban life, particularly the vitality.

10.2.10. Ayrshire Joint Structure Plan TRANS 3 Strategic Road Development<sup>68</sup> - Develop and promote improvements to other parts of the strategic road network in the investment corridors, including traffic relief for communities and the safeguarding of land for strategic road network enhancement where appropriate. To support measures to improve safety on the strategic road network and ensure it is maintained to a suitable standard to accommodate long distance traffic and freight movements.

10.2.11. South Ayrshire Local Plan SERV 8<sup>69</sup> - The council will seek the provision, improvement and protection from loss or detriment of pedestrian routes, footpaths, cycleways and cycle parking facilities throughout South Ayrshire and will seek their inclusion in new or redevelopment sites.

10.2.12. South Ayrshire Local Plan SERV 94 - The council will protect disused railway lines, riverside walkways and recognised rights of way which are currently of recreational value, or which contribute to an established footpath or cycleway network and will seek to protect others for potential future footpath/cycleway provision.

10.2.13. The above policies were taken into consideration during the design of the project and if compliance was not possible then suitable mitigation was put in place. More detail can be found in Chapter 14 Policies and Plans.

<sup>66</sup> PAN 75 Planning for Transport. Available from: <http://www.scotland.gov.uk/Resource/Doc/57346/0016795.pdf> Accessed 03/06/2013

<sup>67</sup> SPP17 Planning for Transport. Available from: <http://www.scotland.gov.uk/Resource/Doc/57346/0016794.pdf> Accessed 03/06/2013

<sup>68</sup> Ayrshire Joint Structure Plan. Available from <http://www.ayrshire-jsu.gov.uk/download/Approved%20AJSP%20Nov%202007.pdf>. Accessed 18/10/2013

<sup>69</sup> South Ayrshire Local Plan. Available from <http://www.south-ayrshire.gov.uk/local-plan/document.aspx>. Accessed 18/10/2013

**Determination of Impact Significance**

10.2.14. The level of facility usage is utilised as a guide to measure the sensitivity on a scale from negligible (never used) to very high (used frequently), as seen in Table 10.1.

10.2.15. The magnitude of impact is the degree of change that will be caused by the works and is established using the criteria set out in Table 10.2. Once sensitivity and magnitude are established, Table 2.4 in Chapter 2 is used to determine impact significance.

Table 10.1 Sensitivity of Pedestrians and Others	
Sensitivity	Typical Criteria Descriptors
Very High	The facilities are heavily used by a large number of pedestrians, cyclists and/or equestrian users. Any impact would result in significant disruption and discontent amongst a large number of individuals.
High	The facilities are used regularly by a large number of pedestrians, cyclists and/or equestrian users. Any impact would result in considerable disruption and discontent amongst a large number of individuals.
Medium	The facilities are used occasionally by a reasonable number of pedestrians, cyclists and/or equestrian users. Any impact would result in a reasonable amount of disruption and discontent to those individuals concerned.
Low	The facilities are rarely used by a small number of people. Any impact would result in slight disruption and discontent to those individuals.
Negligible	The facilities are not used by pedestrians, cyclists and/or equestrians.

Table 10.2 Magnitude of Impact on Pedestrians and Others	
Impact Magnitude	Criteria
Major	Permanent loss/significant alteration of recourse resulting in considerable hindrance to pedestrians and others travel patterns, for example: increased journey distance for pedestrians by 500m or greater; or pedestrian at grade crossing subject to a new road carrying over 16,000 vehicles per day (AADT) in the opening year; or three or more of the hindrances set out under 'minor' or two or more set out under 'moderate'
	Large scale or major improvement of route quality, extensive restoration or enhancement. Proposed route is substantially safer and more pleasant for use by pedestrians and others.
Moderate	Impact results in partial alteration to pedestrians, cyclist, equestrian or community facility such that the experience is diminished to a noticeable degree, for example: increased journey distance for pedestrians by 250-500m; or pedestrian at grade crossing subject to a new road carrying between 8000-16,000 vehicles per day (AADT) in the opening year or two or more of the hindrances set out under 'minor' applying to a single trip. Some users, particularly children and elderly people, are likely to be dissuaded from travelling.
	Moderate improvement/addition of key characteristics, features or elements positively enhancing user experience.
Minor	Some measurable change from baseline conditions considered unlikely to impact existing travel patterns but may cause some hindrance to movement, for example: increased journey distance for pedestrians by up to 250m; or a new bridge to climb or a subway to traverse; or pedestrian at-grade crossing subject to a new road carrying below 8,000 vehicles per day (AADT) in the opening year.
	Minor benefit to or addition of one (possibly more) key characteristics, features or elements, providing a small beneficial improvement for pedestrians and others.
Negligible	Very minor alterations but will not impinge on use by pedestrians, cyclists or equestrians. Existing travel patterns are unlikely to be altered.
No Change	No loss or alteration of key characteristics, features or elements for pedestrians, cyclists or equestrians. Therefore no impact predicted.

### 10.3. Baseline Conditions

#### Pedestrians

10.3.1. The following roads are located within the study area (shown in Drawing No. 25000182/ENV/10.1) and are of importance to pedestrians:

- Kirkoswald Road - This road is the existing A77 which travels through Maybole. There is a footway located alongside this carriageway and the results of the NMU survey highlighted only three pedestrians travelled along this route during an 6.5 hour period. Therefore this route is determined to have low sensitivity.
- Culzean Road (B7023) - Starts within the town centre of Maybole and travels west towards the coast. There is a pedestrian footway located alongside this carriageway and provides a vital link between The Ranch Caravan Park and Maybole town centre. The NMU survey highlighted the following usage over a 6.5 hour period:
  - Pedestrians: 28
  - Cyclists (on carriageway): 6
  - Equestrian: (on carriageway): 1

The usage of this footway is occasionally used by a reasonable number of pedestrians and is therefore determined to have medium sensitivity.

- Gardenrose Path – Gardenrose Path runs from Maybole to the B7023 Culzean Road. Outside of Maybole, there is no pedestrian footway along this narrow carriageway, however it is considered to be a recreational route. The sensitivity is determined as low as the route is used by a small number of people.
- Kirklandhill Path – Kirklandhill Path runs from Maybole to the B7023 Culzean Road. Outside of Maybole, there is no footway located along this route, however anecdotal evidence suggests it is a recreational route. Due to this evidence it is considered that this route is used by a small number of people and is therefore determined to have low sensitivity. There is subjective evidence that a small number of recreational users undertake a loop from Maybole using Gardenrose Path, the B7023 and Kirklandhill Path.
- Alloway Road (B7024) - There is a narrow footway which is considered to be rarely used due to the overgrown vegetation and sharp bends on the carriageway. Lover's Lane links to this carriageway, which has been described as a probable public right of way by South Ayrshire Council. The sensitivity is assessed as low.

- A77 High Street (existing carriageway) – The A77 passes through the centre of Maybole along the High Street, which is the main retail area in the town. Due to the number of amenities along the High Street, there is anecdotal evidence which highlights the footway is frequently used by pedestrians. The High Street has been developed since the medieval ages and has restricted carriageway and footway widths, which results in poor conditions for pedestrians, cyclists and road users. As this footway is heavily used by pedestrians, the sensitivity is determined as very high.
- A77 North at Smithston – This route is located to the north of the scheme, however there footways.

10.3.2. Consultation with ScotWays indicated that within the National Catalogue of Rights of Way, there are no rights of way affected by the bypass. However there is potential for rights of way to be present unbeknown to ScotWays.

10.3.3. South Ayrshire Councils Interim Draft Core Path Plan (Feb 2009)<sup>70</sup> identifies two paths located within the study area, these are as follows:

- Core Path SA1 – This route follows the National Cycle Route 7 (as shown on Drawing No 25000182/ENV/10.1) through South Ayrshire from the Dumfries and Galloway border to the border with North Ayrshire north of Barassie. The path is described as a combination of quiet roads, traffic calmed roads and traffic free paths and is approximately 70km in length.
- Core Path SA32 – This route is a minor road which runs parallel to the A77 from Kirkoswald to Crossraguel Abbey, then footway to Maybole. The path is described as tarred road and path and is approximately 6km in length.

10.3.4. Table 10.3 highlights the sensitivities of these routes on pedestrians in accordance with Table 10.1 Sensitivity of Pedestrians and others.

Table 10.3 Pedestrian Sensitivity	
Road Name	Sensitivity
Kirkoswald Road	Low
B7023 Culzean Road	Medium
Gardenrose Path	Low
Kirklandhill Path	Low
B7024 Alloway Road	Low
A77 High Street (Existing)	Very High

10.3.5. The majority of these routes have been assessed as low sensitivity, however combined with the medium and very high results, an overall sensitivity of medium has been determined.

<sup>70</sup>South Ayrshire Councils Interim Draft Core Path Plan (Feb 2009). Available from: [www.south-ayrshire.gov.uk/documents/?file=core\\_paths\\_feb09.pdf](http://www.south-ayrshire.gov.uk/documents/?file=core_paths_feb09.pdf) Accessed: 20/06/2013

**Cyclists**

- 10.3.6. A desktop study and consultation process was undertaken to identify any cycle routes within the surrounding area of Maybole. The National Cycle Route (NCR) 7 travels from Carlisle to Glasgow via the Ayrshire coast and is known as the Lochs & Glens (South) cycle route. This route travels through Maybole north through Gardenrose Path which is presented in Drawing No. 25000182/ENV/10.1. Due to the presence of this NCR, the sensitivity is determined as very high.
- 10.3.7. There are no further designated cycle routes located within the study area, however it is expected that the routes mentioned in 10.3.1 will be used by cyclists. In accordance with Table 10.1 Sensitivity of Pedestrians and Others, Table 10.4 highlights the sensitivity of these routes.

Table 10.4 Cyclist Sensitivity	
Road Name	Sensitivity
Kirkoswald Road	Low
B7023 Culzean Road	Low
Gardenrose Path	Very High
Kirklandhill Path	Low
B7024 Alloway Road	Low
A77 High Street (Existing)	Low

- 10.3.8. Although the majority of these routes are determined to have low sensitivity, Gardenrose Path is classed as a National Cycle Route. Therefore cyclists have been assessed as having medium sensitivity due to the regular usage of the route and any impact would result in reasonable disruption.

**Equestrians**

- 10.3.9. A desk-top study and consultation process were carried out to obtain information on equestrian users within and surrounding Maybole.
- 10.3.10. According to the NMU survey, no equestrians were counted within the southern tie in of the scheme.
- 10.3.11. The British Horse Society (BHS) considers the area to be used frequently by equestrians, however during their consultation period they only had one response in relation to users in the area. There are no bridleways located within South Ayrshire.
- 10.3.12. The BHS have stated that the National Cycle Route 7 will be used by equestrians for accessing the town.



10.3.13. According to the NMU survey which was carried out on the A77 Kirkoswald Road, there were no records of any equestrians. There was one equestrian counted along Culzean Road. The other routes were not included in the survey as these are to be grade separated under the proposals and therefore maintenance and enhancement of existing provision is inherent within the scheme.

10.3.14. It is considered that the facilities are rarely used by a small number of equestrians and have therefore been assigned low sensitivity.

### **Community Effects**

10.3.15. There are several community facilities and amenities located within Maybole and its surrounding area. These are highlighted in Drawing No. 25000182/ENV/10.1. The main facilities/amenities are as follows:

- Maybole Health Centre and Day Hospital;
- Maybole Castle;
- The Carrick Centre;
- Maybole Swimming Pool;
- Maybole Train Station;
- Gardenrose Primary School;
- Saint Cuthbert Primary School;
- Cairn Primary School;
- Carrick Academy;
- Fairknowe House Nursing Home;
- The Ranch Caravan Park;
- Saint Oswald Church; and,
- Maybole Baptist Church.

10.3.16. As the A77 travels through Maybole, there are several amenities located along the carriageway. The type of amenity and approximate amount are as follows:

- Convenience Store: 12
- Take Away: 4
- Petrol Station: 1
- Vet: 1
- Pharmacy: 2
- Bank: 2
- Post Office: 1

10.3.17. Due to the number of amenities and facilities within Maybole, it is considered that the whole town should be taken as the catchment area.

10.3.18. It is expected that vulnerable groups such as the aged, disabled people and children will use these facilities within Maybole. Gardenrose Path and Kirkoswald Road have schools located alongside the carriageway, therefore these routes will be used by children.

#### **Public Transport**

10.3.19. There are designated bus stops located within the town of Maybole, including within the study area at Culzean Road and Gardenrose Path. The following Stagecoach buses run regular services within the town:

- 58 – Ayr to Girvan;
- 60 – Ayr to Stranraer;
- 358 – Ayr to Stranraer; and,
- 360 – Ayr to Stranraer.

10.3.20. Maybole train station is located within the town and can be accessed from Culzean Road. This station runs a two-hourly service in each direction to Ayr and Girvan. From Ayr this service continues to Glasgow.

10.3.21. There is anecdotal evidence to support that these local facilities and amenities are regularly used by a large number of pedestrians and cyclists, therefore the sensitivity is assessed as high.

### **10.4. Impact Assessment**

#### **During Construction**

##### Pedestrians

10.4.1. The amenity of the footways within the study area will be reduced during the construction period due to the presence of dust and noise. There is no impact predicted on the existing A77 High Street during construction.

10.4.2. During construction, Kirkoswald Road and the B7023 Culzean Road will remain open with a requirement upon the Contractor to maintain pedestrian access although the footways on both roads will be disrupted during construction and the provision may be via temporary routes or surfaces.

10.4.3. It is determined that the B7024 Alloway Road will have short term night closures during the works.

- 10.4.4. The construction of the new footways and overbridges at Gardenrose Path and Kirklandhill Path will cause disruption to pedestrians. Gardenrose Path will require only temporary closure during tie in construction while Kirklandhill Path will require closure of approximately six to nine months, however these routes will only be closed to vehicle travellers and will remain open to pedestrians. There will be restrictions included within the construction contract such that the closures are not to occur simultaneously to permit the use of the adjacent routes for divisions.
- 10.4.5. The usage of these paths will be disrupted, therefore causing some measureable change due to the increased journey distance. The magnitude on these footways is determined to be moderate. In accordance with Table 10.2 Magnitude of Impact on Pedestrians and Others, the magnitude of impact on pedestrians is assessed as minor. A summary of magnitudes on each route is detailed in Table 10.5.

Table 10.5 Significance of impact for Pedestrians (During Construction)			
Road Name	Sensitivity	Magnitude	Significance
Kirkoswald Road	Low	Minor	Slight
B7023 Culzean Road	Medium	Minor	Slight
Gardenrose Path	Low	Moderate	Slight
Kirklandhill Path	Low	Moderate	Slight
B7024 Alloway Road	Low	Minor	Slight
A77 High Street (Existing)	Very High	No Change	Neutral

- 10.4.6. The overall magnitude of impact on pedestrians has been assessed as moderate due to some measureable change from the baseline conditions. In accordance with Table 2.4 Determination of Impact Significance, the significance on pedestrians is moderate.

Cyclists

- 10.4.7. The construction of the proposed scheme is considered to have some measureable change from the baseline conditions on the NCR 7 due to the construction of the overbridge. At this stage it is considered that the NCR will remain open for cyclists but will be closed to vehicle travellers for approximately one month. The magnitude of impact for this NCR is assessed as moderate.
- 10.4.8. Due to the construction of the overbridge at Kirklandhill Path, the carriageway will be closed to vehicle travellers for approximately six to nine months. However, as the NCR 7 is determined to be the main cycling route within the area, it is not expected that Kirklandhill Path will be used by a large number of cyclists, therefore the closure is expected to result in a minor magnitude.

10.4.9. Gardenrose Path will require temporary closure to vehicle travellers and Kirklandhill Road will be closed for approximately six to nine months. In accordance with Table 10.2 Magnitude of Impact on Pedestrians and Others, Table 10.6 details the magnitude of impact determined for each route. The overall magnitude of change on cyclists is minor due to some measurable change from baseline conditions. In accordance with Table 2.4 Determination of Impact Significance, the significance on cyclists is assessed as moderate.

Table 10.6 Significance of impact for Cyclists (During Construction)			
Road Name	Sensitivity	Magnitude	Significance
Kirkoswald Road	Low	Negligible	Neutral
B7023 Culzean Road	Low	Negligible	Neutral
Gardenrose Path	Very High	Moderate	Moderate
Kirklandhill Path	Low	Minor	Neutral
B7024 Alloway Road	Low	Negligible	Neutral
A77 High Street (Existing)	Low	No Change	Neutral

Equestrians

10.4.10. The construction of the proposed scheme is considered to have some measureable change from the baseline conditions on the NCR 7 due to the construction of the overbridge. At this stage it is considered that the NCR will remain open for equestrians but will be closed to vehicle travellers for approximately one month. The BHS stated that this route is likely to be used by equestrians.

10.4.11. The overall magnitude of change on equestrians is minor due to some measureable change from the baseline conditions. In accordance with Table 2.4 Determination of Impact Significance, the significance on equestrians is assessed as slight.

Community Facilities

10.4.12. The High Street within Maybole will remain open during the construction of the proposed scheme; therefore all facilities will be accessible and have no impact during construction.

10.4.13. The existing B7023 Culzean Road may require some short term night closures during the works, therefore the construction of the new carriageway and roundabout may slightly disrupt access to the Ranch Caravan Park giving a negligible magnitude.

10.4.14. In accordance with Table 10.2 Magnitude of Impacts on Pedestrians and Others, the magnitude of impact on community facilities is assessed as no change. Combined with a sensitivity of high, the impact significance is assessed as neutral in accordance with Table 2.4 Determination of Impact Significance.

During Construction Summary

10.4.15. The sensitivity of the receptors, magnitude and significance of the impacts during construction are summarised in Table 10.7: Pedestrians, Cyclists, Equestrians and Community Facilities.

Table 10.7 Summary of Significance of Impact during construction for Pedestrians, Cyclists, Equestrians and Community Facilities.			
Principal Receptors	Sensitivity	Magnitude	Significance
Pedestrians	Medium	Moderate	Moderate
Cyclists	Medium	Moderate	Moderate
Equestrians	Low	Minor	Slight
Community Effects	High	No Change	Neutral

**Post Construction**

Pedestrians

- 10.4.16. The proposed scheme will reduce vehicle journeys through the town centre and will therefore improve the general town centre environment for pedestrians. An impact magnitude of major beneficial has been determined due to the enhancement of the pedestrian environment.
- 10.4.17. The new roundabouts at Kirkoswald Road and B7023 Culzean Road will result in pedestrians having to cross the carriageway to continue their journey, therefore slightly increasing their journey length. As there will be measureable change from the baseline conditions, the magnitude of impact is minor adverse.
- 10.4.18. The proposed scheme is routed across Gardenrose Path and Kirklandhill Path via an overbridge and B7024 Alloway Road by an underbridge. All three roads will require new footpaths as part of the scheme to tie in with these new structures. The new footways are highlighted in Drawing No. 25000182/ENV/10.1. A magnitude of impact of minor beneficial has been determined due to the improvement for pedestrians.
- 10.4.19. In accordance with Table 2.4, the significance of impact on each route has been assessed and summarised in Table 10.8.

Table 10.8 Significance of Impact for Pedestrians (Post Construction)			
Road Name	Sensitivity	Magnitude	Significance
Kirkoswald Road	Low	Minor Adverse	Slight Adverse
B7023 Culzean Road	Medium	Minor Adverse	Slight Adverse
Gardenrose Path	Low	Minor Beneficial	Slight Beneficial
Kirklandhill Path	Low	Minor Beneficial	Slight Beneficial
B7024 Alloway Road	Low	Minor Beneficial	Slight Beneficial
A77 High Street (Existing)	Very High	Major Beneficial	Very Large Beneficial

10.4.20. Due to the majority of results being slight and beneficial, the overall impact is considered to be slight beneficial in accordance with Table 2.4 Determination of Impact Significance.

Cyclists

10.4.21. The proposed scheme is considered to take the heavy traffic flow out of Maybole High Street, making for a safer environment for cyclists.

10.4.22. Located along the A77 to the north of the site a new footway/cycleway will be constructed to divert pedestrians and cyclists through Maybole and not onto the bypass. The magnitude of impact is determined to be minor.

10.4.23. The remaining routes, including the NCR 7 will have no loss or alteration of key features and has therefore been assessed to have no change.

10.4.24. In accordance with Table 2.4, the magnitudes of impact on each route have been assessed and are summarised in Table 10.9.

Table 10.9 Significance of Impact for Cyclists (Post Construction)			
Road Name	Sensitivity	Magnitude	Significance
Kirkoswald Road	Low	Negligible	Neutral
Culzean Road	Low	Negligible	Neutral
Gardenrose Path	Very High	No Change	Neutral
Kirklandhill Path	Low	No Change	Neutral
Alloway Road	Low	No Change	Neutral
A77 High Street (Existing)	Low	Minor	Neutral

10.4.25. The overall impact is considered to be neutral in accordance with Table 4, Determination of Impact Significance.

Equestrians

10.4.26. Although it is unknown whether equestrians travel along Gardenrose Path and Kirklandhill Path, the increased width of the carriageway will result in a positive impact on equestrian users. Therefore the magnitude of impact is assessed as minor beneficial.

10.4.27. The NMU survey highlighted there was one equestrian user using Culzean Road. As part of the design the carriageway will be wider and there will be an equestrian crossing at the new roundabout. However the bypass and roundabout will result in the equestrian having to cross the carriageway, therefore the magnitude of impact is minor adverse.

10.4.28. The overall impact is considered to be minor adverse in accordance with Table 2.4, Determination of Impact Significance.

Community Facilities

- 10.4.29. The reduction of traffic through Maybole High Street may result in fewer commuters using the facilities within the town. The existing carriageway will remain open; therefore commuters wishing to use local facilities will choose the route which passes through the town to enable them to use the facilities they desire.
- 10.4.30. In accordance with Table 10.2, the magnitude of impact on pedestrians is assessed as major beneficial due to the increased safety for pedestrians and others. Combined with the medium sensitivity, the significance has been determined as moderate.

Summary

- 10.4.31. The sensitivity of the receptors, magnitude and significance of the impacts during construction are summarised in Table 10.10.

Table 10.10 Summary of Significance of Impact after construction for Pedestrians and Others Summary (Post Construction)			
Principal Receptors	Sensitivity	Magnitude	Significance
Pedestrians	Medium	Minor	Slight Beneficial
Cyclists	Medium	Minor	Slight Beneficial
Equestrians	Low	Minor	Slight Adverse
Community Effects	Medium	Major	Moderate Beneficial

**10.5. Mitigation**

**During Construction**

- 10.5.1. Measures must be put in place for pedestrians, cyclists and equestrians to minimise disruption during the works.
- 10.5.2. The existing footways at Kirkoswald Road and Culzean Road will remain open for the duration of the works. If the footway is classed as unsafe for pedestrians and others, they must be diverted or escorted through the site.
- 10.5.3. During construction of the over bridges, Kirklandhill Path and Gardenrose path will be closed, however within the construction contract it will be highlighted that the closures are not to occur simultaneously to permit the use of the adjacent routes for divisions.
- 10.5.4. It is recommended that notice is given in advance to pedestrians and others to make them aware of the type of work, duration and contact number.

**Post Construction**

- 10.5.5. The bypass will be designed to ensure that the existing footways along Kirkoswald Road and Culzean Road will be incorporated into the new route.

- 10.5.6. The proposed design will include dropped kerbs for pedestrians and others to cross. Although it is not a designated crossing area, they will be positioned at a point which is determined safest crossing for the pedestrians and others.
- 10.5.7. There will be a provision for an equestrian crossing on an island at the roundabout on Culzean Road.
- 10.5.8. To the north of the A77, there will be a new footway/cycle route which will divert the pedestrians and cyclists into the town of Maybole and away from the bypass.

## **10.6. Residual Impacts**

### **During Construction**

- 10.6.1. No significant adverse impacts with respect to the journey length and travel patterns for pedestrians and others have been identified as a result of construction of the scheme. The above mitigation measures will not alter the assessment of impact.

### **Post Construction**

- 10.6.2. The above mitigation measures will not alter the assessment of impact significance, therefore the residual impact on pedestrians and others will remain as stated in Table 10.10.

## **10.7. Conclusions**

- 10.7.1. The A77 Maybole Bypass has the potential to reduce vehicle journeys through the town centre and will therefore improve the general town centre environment for pedestrians. This will result in a positive impact on pedestrians and others who travel through the town of Maybole.
- 10.7.2. The new footways located at Gardenrose Path, Kirklandhill Path and Alloway Road will result in a positive impact for pedestrians within the area, giving them easier access to Maybole town centre. The roundabouts at Kirkoswald Road and Culzean road will have a negative impact on pedestrians due to them having to cross the carriageway to continue their journey, however the new crossings will enable them to do so in a safe manner.